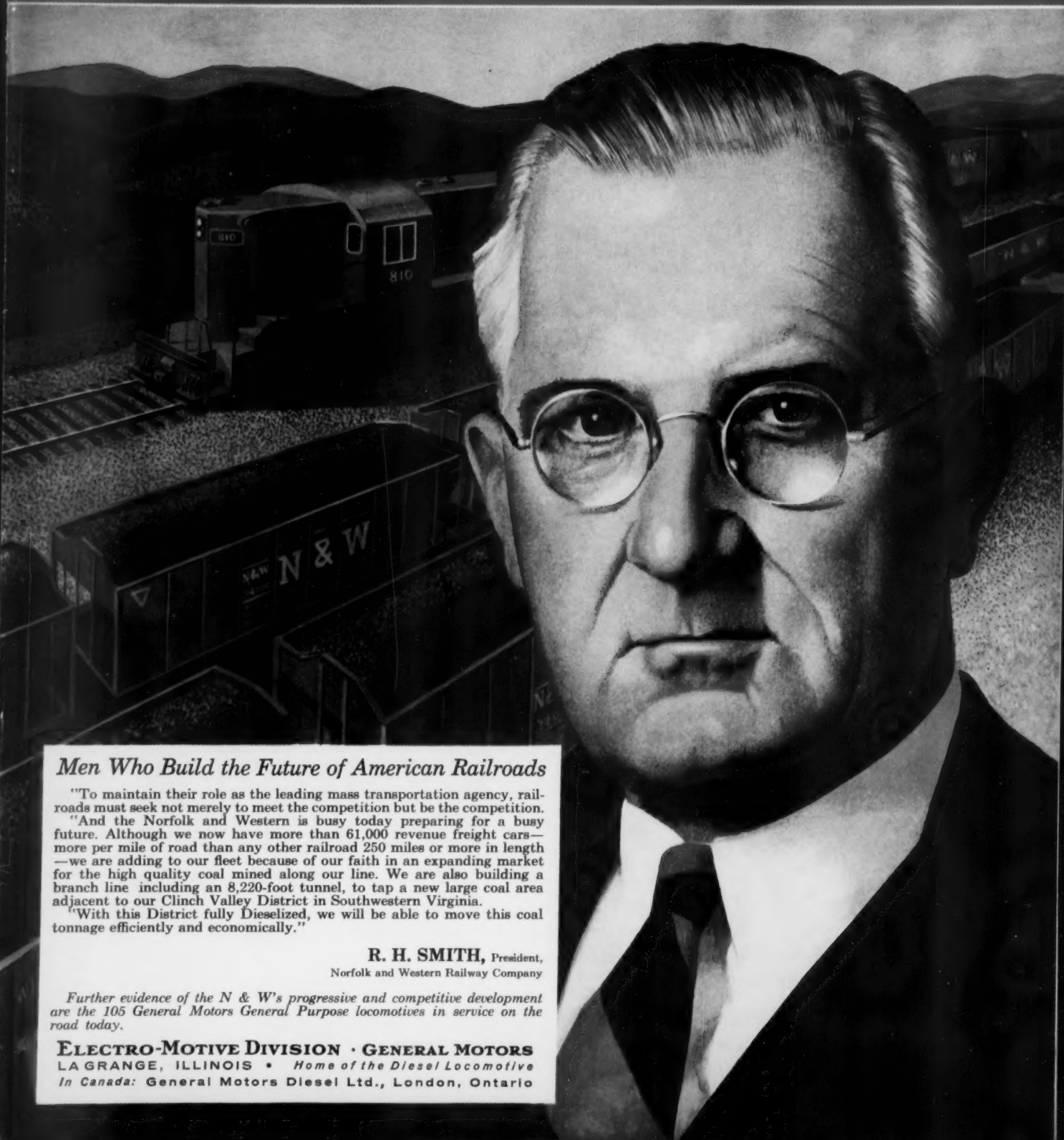


How Computers Analyze Train Performance

February 17, 1958

RAILWAY AGE *weekly*



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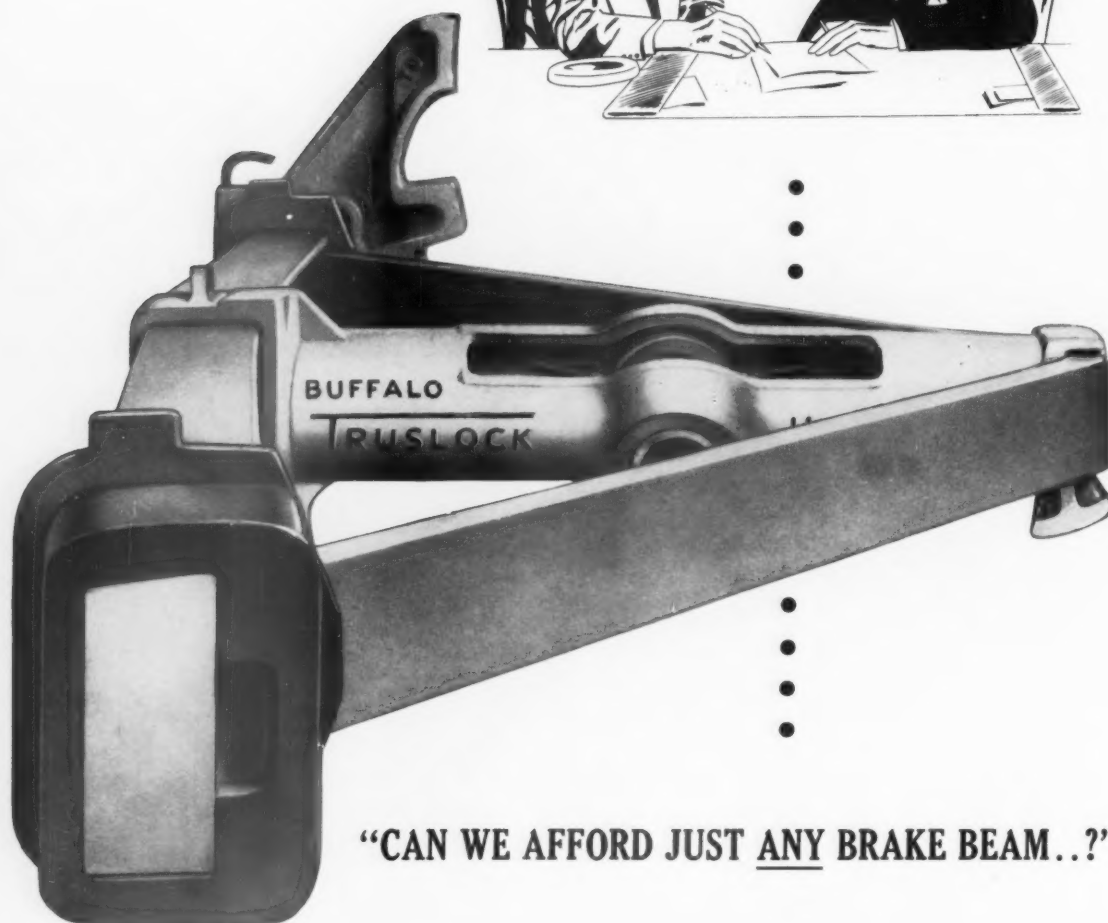
"And the Norfolk and Western is busy today preparing for a busy future. Although we now have more than 61,000 revenue freight cars—more per mile of road than any other railroad 250 miles or more in length—we are adding to our fleet because of our faith in an expanding market for the high quality coal mined along our line. We are also building a branch line including an 8,220-foot tunnel, to tap a new large coal area adjacent to our Clinch Valley District in Southwestern Virginia.

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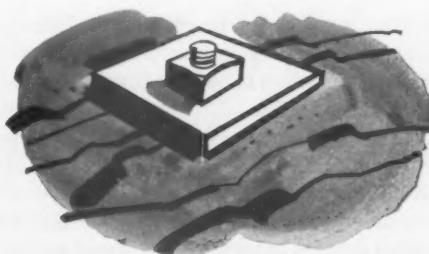
1 Wedge is inserted in slotted end of anchor bolt. The $1\frac{1}{4}$ -in. hole has been drilled previously, to depth 3 in. less than length of bolt.




2 Bolt is inserted through opening in steel anchor plate (rock anchor tie and plate may be used instead), then placed in the hole.



3 Bolt can be driven by same equipment used in boring hole. Dolly protects threads. Wedge drives deep into bolt, spreading slotted portion. Impact wrench is used in tightening nut.



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Week at a Glance

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What's the outlook for prices?p. 9

The index of railroad material prices dropped a full point between October 1957 and January 1958. Nevertheless, price cuts have been spotty, except for fuel and brake shoes. An increase in the cost of steel could push prices up again.

Symes car-lease plan opposed by the ICCp.13

It should be a last resort, the commission holds. Response to Senator Magnuson's inquiry reflects doubts the plan would improve the car supply. Chairman Freas recommends coupling penalty per-diem powers with the proposed equipment-leasing legislation if it does pass.

The man who's sparking the Milwaukee traffic bidp.15

It's William J. Quinn, a law-trained 46-year-old who looks to the future with eyes wide open—and sees reason to be optimistic. President of the road since January 1, he flings into the face of lagging business the stimulants of research, experiment, and improvement.

New machines take over rail anchor jobsp.20

Another break with the way it's always been done. Four different devices are cutting the handwork out of this last trackwork job to be mechanized. They mean economies two ways: by trimming labor costs and by doing a better, more lasting job.

Computers tell quickly what trains will dop.22

Train performance and tonnage rating determinations are worked up in a hurry through modern technology. Here's a comparison of the Pennsylvania's new electronic computer with a digital device the road has used for several years.

How to liven up a safety programp.24

The Union Railroad makes its campaign against hazardous habits and conditions a project for everyone. A give-and-take effort flavored with good will and spiced with incentives, it pays off for management and employees.

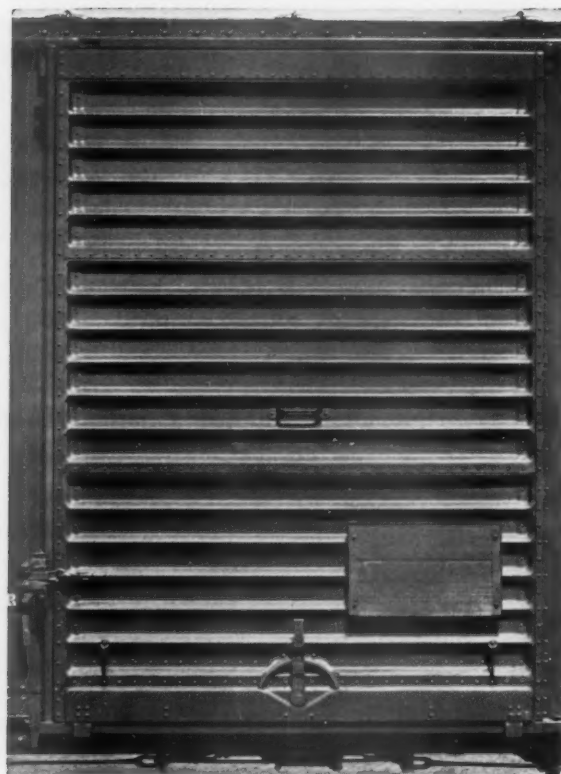
Here's a twist: A dealer-designed lumber carp.28

It's a time and money saver with wide doors for easy loading, removable posts to protect against shifting cargo. And it can be adapted for unitized lading, too.

Rate hike to yield railroads \$182 millionp.31

Effective February 15, the increase amounts to about 2 per cent, the commission estimates. But state agency approval of intrastate rates is still needed. The boost is selective, with accessorial charge and free-time proposals suspended.

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Week at a Glance CONT.

Current Statistics

Operating revenues, eleven months	
1957	\$9,666,631,198
1956	9,674,662,959
Operating expenses, eleven months	
1957	\$7,543,886,467
1956	7,413,175,457
Taxes, eleven months	
1957	\$1,011,020,756
1956	1,046,585,941
Net railway operating income, eleven months	
1957	\$863,352,199
1956	984,434,802
Net income estimated, eleven months	
1957	\$661,000,000
1956	784,000,000
Average price 20 railroad stocks	
February 11, 1958	74.37
February 12, 1957	87.48
Carloadings revenue freight	
Five weeks, 1958	2,714,639
Five weeks, 1957	3,212,953
Average daily freight car surplus	
Wk. ended Feb. 8, 1958	110,125
Wk. ended Feb. 9, 1957	8,726
Average daily freight car shortage	
Wk. ended Feb. 8, 1958	20
Wk. ended Feb. 9, 1957	2,241
Freight cars on order	
January 1, 1958	55,941
January 1, 1957	117,257
Freight cars delivered	
Twelve months, 1957	99,290
Twelve months, 1956	67,080

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Action Page—Let's have that reserve deductionp.42

Most promising of the projects to get the ball rolling on the railroads' rescue is the proposal to set up a construction reserve fund. It won't solve all problems but it's a good starting point. Railway labor, shippers and suppliers would benefit from it, too.

Short and Significant

Low point in railroad employment . . .

for this century was reached in mid-January. The latest monthly count of the ICC showed that Class I roads then had 885,971 employees. That was the lowest monthly figure on record since 1900. The runnerup was May 1938's 905,000.

One of Canada's largest trucking firms . . .

is to be purchased by the Canadian Pacific. The trucker—Smith Transport, Ltd.—operates 2,000 vehicles over 5,000 miles on routes reaching from Halifax, N.S., to Winnipeg, Man. The trucking firm will continue to be operated by its present management.

Increased charge for Red Cap handling . . .

of baggage in 18 of its passenger stations has been announced by the New York Central. The increase, from 25 cents a bag to 35 cents, is designed to cut the approximately \$500,000 annual loss in providing the service. The 25-cent charge had been in effect since 1950.

Transportation industry will be included . . .

for the first time when the President's Conference on Occupational Safety meets in Washington, D.C., March 25-27. Conference theme will be "Safety Conserves Manpower—Manpower Builds the Future." Scope of the conference has been expanded to include all segments of the U.S. economy.

Railroad taxation in Kansas . . .

may come before the state Supreme Court. KCS and MoPac have filed suits seeking recovery of alleged overpayment of taxes. Equalization of assessments is the issue. One railroad officer said a state study showed local assessments on 23 per cent of market value, while railroad property is assessed in the 60 per cent bracket. Some 60 cases and reported overpayments of almost \$1,500,000 are involved.

Another convert to station dualization?

M&StL started the process with petitions for dualization of little-used stations in Iowa, Minnesota and South Dakota. C&NW then introduced its own central agency plan in the same three states. Reports now indicate a third major western road may follow suit, probably in Minnesota.



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RAILROAD PRODUCTS

What's the Outlook for Prices?

Cost index of railroad materials dropped full point between last October and January. Price cuts, however, have been spotty, except for fuel and brake shoes. Increase in steel prices could lead to another rise.

Competition for the railway buyer's dollar is getting keener as the dollar gets scarcer. But so far, there is no evidence of an appreciable down-turn in railway materials' prices.

"The future doesn't look too bright," is the view of R.I. Renfrew, New York Central general purchasing agent. Last week his words were echoed around the country in a Railway Age spot survey of pricing trends. This was the picture that developed:

The general price index of all railway materials—using mid-year 1947-49 prices as 100—declined just one full point between October 1957 and January 1958. The index fell from 142.9 to 141.9.

But the overall decline doesn't tell the full story. Price cuts have been spotty and insignificant, except for fuel and brake shoes.

The outlook, so far, is that most prices will remain stable. But both railroads and suppliers are fearful that an increase in steel prices which may come in July, could start another upward spiral.

The suppliers are caught, of course, in a wage-price squeeze of their own. Most of them are in no better position to slice prices than railroads are to slice rates.

Meanwhile, railroads, which spent \$1.8 billion for fuel, material and supplies in 1957, are tightening their corporate belts. Many are living off inventories as far as possible. This could bring a better tone to buying activity before too long, as inventories become depleted.

Few, if any, railroad spokesmen attach much significance to the fact that the overall railway price index dropped a full point in the last quarter of 1957. For one thing, a second cut in the price of oil showed up disproportionately on the overall index.

The fuel index itself dropped from 123.5 in October 1957 to 121.4 in January 1958.

The price index of materials other than fuel declined much more moderately, from 154.2 to 153.6.

Apart from fuel, the other substantial price cut was in brake shoes. The brake shoe index declined 3.3 points, from 101.9 in October to 98.6 in January. This is attributed less to stiffening competition than to a drop in the price of cast iron

scrap, which goes into the manufacture of many brake shoes.

The forest products price index dropped from 129.9 to 128.0. The important iron and steel price index fell almost imperceptibly, from 185.7 in October to 185.6 in January. The miscellaneous price index declined from 134.5 to 134.0.

Said the purchasing agent of one big eastern railroad: "When the competition really stiffens, prices may begin to fall—but I don't expect that in the near future. There have been some spotty decreases, but they don't mean anything."

Some of these "spotty decreases" show up in the miscellaneous category of the quarterly price index. A sampling: Journal bearings declined from 84.2 in October to 83.6 in January; batteries (renewal elements for signals) from 103.9 to 103.1; ballast, 104.0 to 103.7; car oil, 110.5 to 109.9; freight-car paint, 102.5 to 101.9; uniform bills of lading, 98.1 to 97.6; air hose, 91.9 to 90.2; car and locomotive cleaners, 102.5 to 98.7.

On the other hand, one major eastern road that keeps its own monthly price index found that prices were actually creep-

ing upward between December 1 and February 1. With 1939 prices pegged at 100, the railroad's price index on December 1 was 251.6. On January 1 it was 252.0. On February 1 it was 251.9.

This railroad's purchasing agent commented, however, that increasing competition is having a helpful effect cost-wise whenever the road has a special job to offer—bridge repairs, for example. In those cases, the railroad appears to be getting a better price break.

H. V. Schlitz, general purchasing agent of the Chicago, Burlington & Quincy, regards railway prices as fairly stable. He saw some concessions to the buyers' market on the part of suppliers. In some cases, prices were extended; in others, discounts were given on smaller quantities than was the rule previously.

Jersey Central Purchasing Agent W. W. Boyce found stiff competition developing in hardware, hose and rubber goods. He commented: "Suppliers have large stocks and are in effect keeping our inventory for us."

D. R. Wellington, general sales manager of Griffin Wheel, said he anticipated no

Railway Materials Price Index: It Looks Better But—

(Mid Year 1947-1949=100)

Month	Materials and supplies (other than fuel)	Fuel (oil and coal)	All materials including fuel
December 1939	55.5	47.5	52.6
December 1945	72.1	69.3	71.1
October 1953	131.1	111.8	123.8
October 1954	132.8	109.1	123.9
October 1955	141.6	110.1	130.2
January 1956	143.2	112.7	132.0
April 1956	145.1	116.4	134.5
July 1956	144.3	117.3	134.3
October 1956	149.5	119.0	138.3
January 1957	150.3	124.1	140.5
April 1957	151.7	129.6	143.2
July 1957	154.1	127.5	144.0
October 1957	154.2	123.5	142.9
January 1958	153.6	121.4	141.9

decrease in wheel prices. Another supplier said he had noted little pressure for price reductions. But he foresaw a new steel increase in July and said "our pricing will certainly follow the price of steel."

A. L. Berlin, assistant to the vice-president, Pyle-National Company, said his firm would try to stick to its present pricing, seeking to hold the line rather than passing on its own higher costs to customers.

A spokesman for Socony Mobil Oil Company saw further railroad-fuel price reductions as "not impossible but unlikely."

Business is now at a point, he said, where there's little profit and producers might tend to slow down their refineries rather than overproduce. He noted that the primary market for fuel oil producers is the heating industry, with railroad consumption amounting to about 20 per cent of the total.

If rail fuel prices go much lower, said the Socony spokesman, some oilmen may decide to drop out of the railroad field entirely. This, he felt, would be unhealthy for both the railroads and the oil industry.

Watching Washington *with Walter Taft*

• **ROLE OF TRANSPORT POLICY** in the Interstate Commerce Act is something experts argue about. Is the policy declaration substantive law or merely an expression of Congressional hopes? The National Industrial Traffic League takes the latter view. Carriers, too, complain when the ICC relies on the policy to do something not specifically authorized by other provisions of the act.

• **CASE IN POINT** is the fair-share-of-traffic approach to competitive rate decisions. Railroads protest the commission's resort to the policy declaration as justification for that approach. They contend the act's only substantive provisions on pricing are its rate-making rules.

• **THE ISSUE SEEMS TO CONCERN** Chairman Harris of the House Committee on Interstate and Foreign Commerce. He asked ICC Chairman Freas about it at a recent hearing. Mr. Freas replied that he thinks the policy declaration "comes close" to having the effect of substantive law. He cited the recent Supreme Court decision in the *Schaffer* case. It said the policy was available to the commission for resolving conflicts between other provisions of the act.

• **TIME-LAG AT THE COMMISSION** and what to do about it concerns Mr. Harris' counterpart—Chairman Magnuson of the like Senate committee. Commissioner Arpaia told him recently that the commission has made "tremendous progress" in expediting its procedures. The average age of cases before it has been cut to 6.2 months. And no pending petition has been awaiting commission action more than two months—unless special circumstances are involved.

• **BEST BARGAIN THE TAXPAYER HAS** is what Mr. Arpaia calls the commission. He says it has processed more cases per man in the past two years than ever before. Chairman Freas has figured that support of the commission imposes a tax burden of about 10 cents a year upon every person in the United States.

• **A TRANSPORTATION OUTLOOK CONFERENCE** will be held in Washington next week. It is sponsored by the Chamber of Commerce of the United States and 12 cooperating transport associations. Some 500 persons are expected to attend.

• **LEGISLATIVE PROSPECTS** and other phases of the transport situation will be discussed by Congressional leaders and Administration officials. Executives representing various modes of transport will appraise the outlook in their respective fields. They will also become a panel interviewed by representatives of the transport press, including Railway Age's editor, J. G. Lyne.

Rail Income Share Levels Off at 3.2%

Revenues of railroads amounted to 3.2% of national income in 1956, the same as in 1955. These figures, however, compared unfavorably with their 1939 share, which amounted to 5.7%.

Meanwhile, the like ratio for domestic scheduled air lines rose from 0.1% to 0.4%. That of the truckers was up from 1.1% to 1.7%.

This relative loss of the railroad industry to its competitors was pointed up in "Transport Economics," publication of the ICC's Bureau of Transport Economics and Statistics.

The ratios also showed that bus operators and pipe lines continue to hold their own. Each had 1939 and 1956 revenues equivalent to 0.2% of national income.

On the basis of 1939 as 100, the national income index for 1956 was 472. The 1956 index of railroad revenues was only 264.8. In the same period, the index of air-line revenues rose more than five times as rapidly as the national-income index—to a 1956 figure of 2400.2.

Revenues of truckers were the only others which moved up faster than national income. The 1956 index of truck revenue was 735.8. Bus and pipe-line indexes were 334.4 and 347, respectively.

UP, Rio Grande May Buy Segments of Bamberger

Declining revenues over the past six years and red-ink operations in 1956 and '57 may break up the Bamberger. Negotiations now underway involve sale of two segments of the line and abandonment of the rest.

Under proposed terms, Bamberger would sell its lines in Salt Lake City to the Rio Grande. The line from Ogden south to Hill Air Force Base would be sold to the Union Pacific. The remaining right-of-way—from Milepost 2.55 to MP 28—would be abandoned.

C. G. Andersen, Bamberger executive vice-president and general manager, indicated the carrier will file for a certificate of abandonment in the near future.

29 Railroads Paid Fines Of \$17,900 in 3 Months

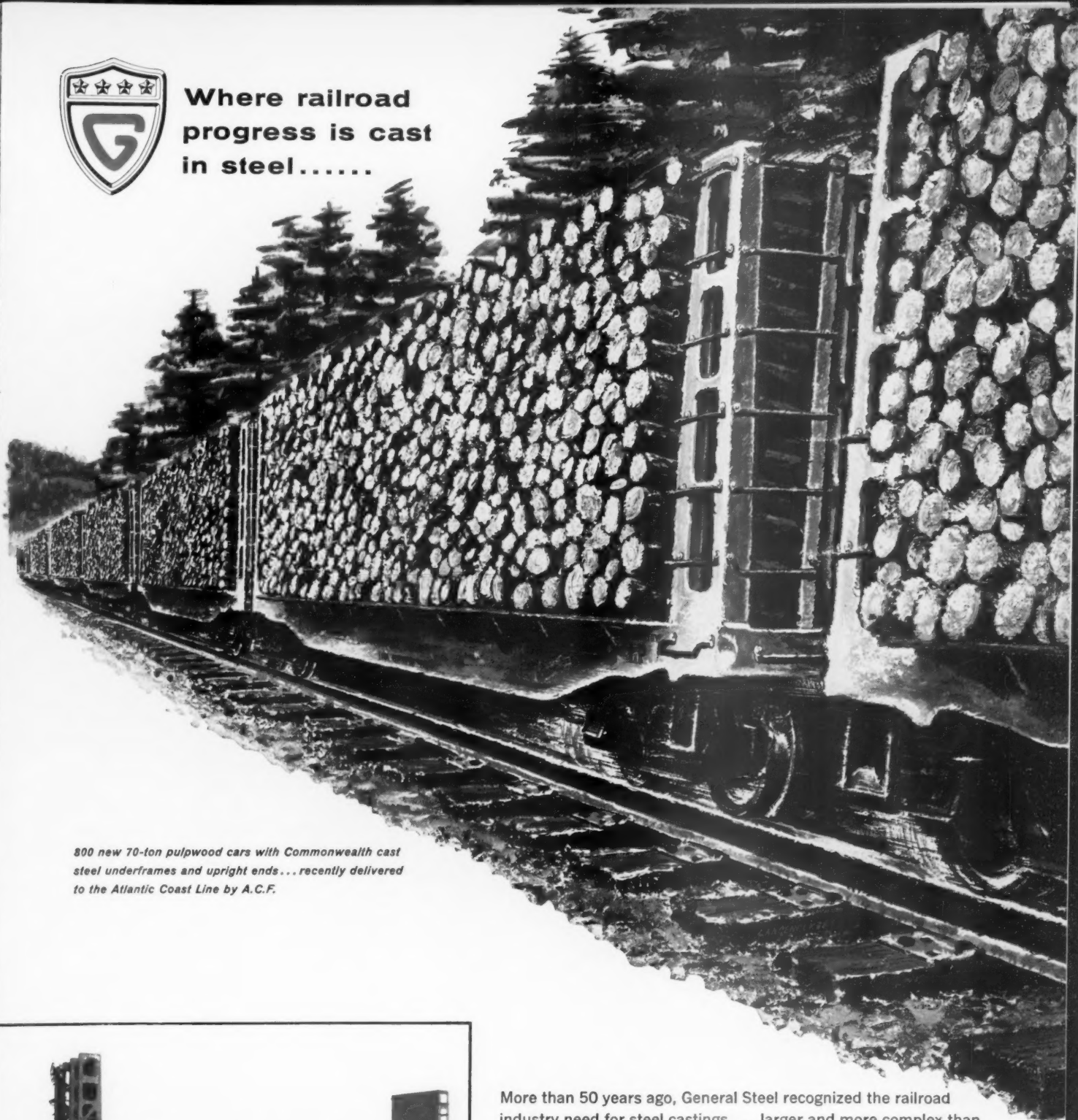
Twenty-nine railroads paid fines totaling \$17,900, plus costs in the three months ended January 31.

The fines were imposed on 151 counts involving violations of Safety Appliance, Hours of Service, Signal Inspection, Accident Reports and Locomotive Inspection acts.

This was reported by the ICC which also said that the largest amount, \$2,050 and costs, was paid by the Great Northern for 16 violations of the Safety Appliance Acts. Next came payments totaling \$1,500 and costs by the Texas & Pacific for 15 violations of the Safety Appliance Acts.



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Symes Plan Opposed by ICC

Commission makes adverse report on pending bill to create federal agency which would acquire rolling stock for lease to railroads. Says penalty per-diem legislation should be enacted, too, if plan is adopted.

The Interstate Commerce Commission opposes the Symes plan for creation of a federal-government agency to acquire rolling stock for lease to railroads.

The commission has made an adverse report on the pending Senate bill, S. 2906, to implement the plan which has been advanced by eastern railroads generally under the leadership of President J. M. Symes of the Pennsylvania. If the bill is nevertheless passed, the commission report suggested it be coupled with legislation giving the commission power to impose penalty per diem rates to promote more efficient utilization of freight cars.

"The plan proposed in S. 2906," the commission said, "provides for direct participation by the federal government in privately owned business enterprises, a step which we would hesitate to recommend except as a last resort. Moreover, since we are not convinced that the plan would result in any appreciable improvement in the overall freight car situation, we are unable to recommend its enactment."

Then came the suggestion that penalty per diem legislation be enacted, too, if Congress should pass S. 2906. Earlier in the report was an expression of the commission's view that penalty per diem powers for itself would provide the most effective solution of the car-supply problem.

The report also mentioned the alternative proposal, advanced in the commission's latest annual report, that it be authorized to include a car-earning-power factor in the per diem rate.

The report was a letter sent by commission Chairman Freas to Senator Magnuson of Washington, chairman of the Senate Committee on Interstate and Foreign Commerce. Senator Magnuson requested the report.

The commission recognized the seriousness of the car supply problem but went on to express doubt that the Symes plan would do much about easing the situation. It noted that participation in the plan would be voluntary, and added:

"There is no assurance, for example, that the present deficit ownership carriers would not continue to find it more profitable to 'rent' cars from other carriers by paying the regular per diem charge than to increase their car ownership. The credit ownership carriers may not be willing to add further to the national car supply."

The commission proceeded to note that private plans for leasing equipment have been available for several years. Since

insurance companies and others operating such plans are still open for business, the commission suggested that "this potential has not been fully tested."

Its argument for a tie-in with penalty per diem if the Symes plan is adopted included this statement: "Without some element of compulsion, or pecuniary spur . . . we have serious doubts as to whether the plan would, by itself, provide an effective means of relieving the freight-car situation."

The commission also has misgivings as to whether the plan would be operated without cost to the government, as the proponents claim. The misgivings are based on the bill's provisions as to allowance for scrap value of the equipment, the size of the proposed interest differential for meeting administration costs, and the net effect on tax revenues of the government.

As to stockpiling equipment for emergencies, the commission thinks it desirable.

It pointed out, however, that there would be no stockpiling for a number of years under the Symes plan. The plan provides for stockpiling equipment returned to the government after expiration of a lease.

The commission questions the propriety of that provision of the bill which would let lessee railroads determine which were the "most favorable" bids. "It does not seem proper," it said, "that a government agency should be bound to enter into contracts with persons selected by private individuals or corporations."

Claims that the plan would promote standardization of equipment are not accepted by the commission. It noted that specifications would be prescribed by the railroads—"not this commission or the proposed Railroad Equipment Administration."

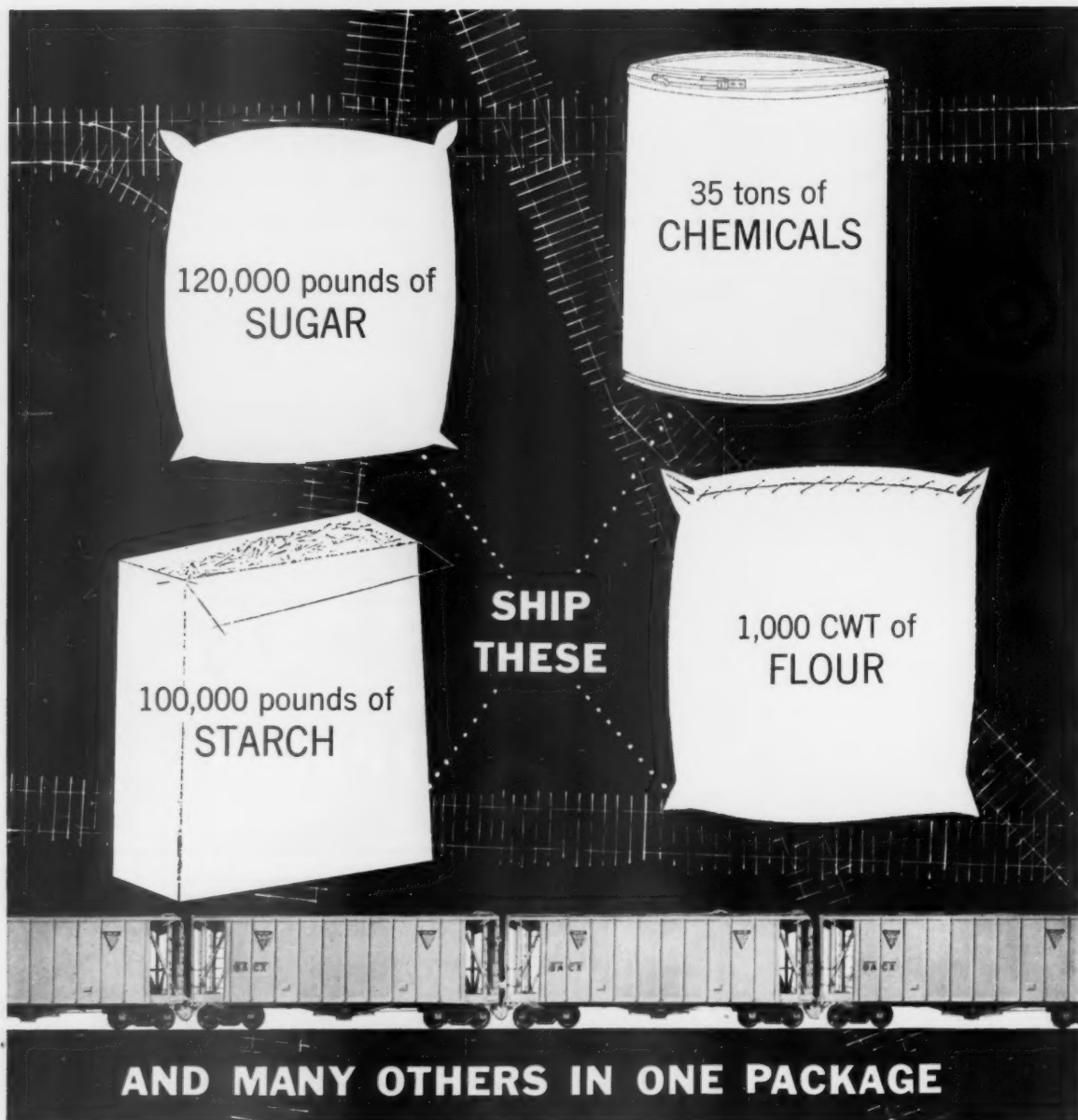
These provisions of the bill should be clarified if it is to be enacted, the commission advised. It had similar suggestions as to several other provisions.



Gypsy Rose Lee Unveils—a Freight Car

The famed Broadway and Hollywood star, Miss Gypsy Rose Lee, is the Lancaster & Chester's vice-president in charge of unveiling. She is shown with a bottle of champagne preparing to christen one of the road's newest freight cars. With her is Col. Elliott

Springs, L&C president. The car, one of 14 ordered by the road from Pullman-Standard, is for handling bulk starch. It was built to specifications and designs by the L&C's engineering department in cooperation with the Fuller Co. and the Link-Belt Co.



120,000 pounds of
SUGAR

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CHEMICALS

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AND MANY OTHERS IN ONE PACKAGE

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The Airslide Car is designed and built for materials never before successfully shipped in conventional covered hopper cars. The Airslide Car has been proved by more than 4 years of continuous use in all climatic conditions all over the country.

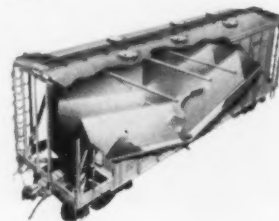
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QUINN OF THE MILWAUKEE . . .



. . . Sparks Bid for More Traffic

William J. Quinn, newest and one of the youngest railroad chief executives, means to show that good service is as important as economy to the industry's future.

This is not, he says, an unusual policy for the Milwaukee Road. "At least, it's always been my personal policy." Nor does it mean that the volumes written and spoken on the railroad problem in recent weeks have missed the point. "It's just that I think we've not been paying proper attention to the other side of the coin."

Mr. Quinn, a lawyer who says he brings to work with him a "healthy curiosity about the railroad business," is aware of his company's problems. Right now business is off, as it is all over. Currently the Milwaukee is in court trying to establish its claim to a commuter fare increase and upwards of \$600,000 in commutation revenue held in escrow.

Besides, a couple of things are brewing with the lines that share a vast territory with the Milwaukee. For one, the Chicago & North Western is showing signs of becoming a more formidable competitor. And at some date in the future, the proposed merger of the "Hill roads" might well kick the props out from under the slender Pacific Coast extension.

The immediate concern, however, of the Milwaukee's youngest president is one of getting acquainted with his job.

In Minneapolis not long ago Mr. Quinn put it this way: "I am hopeful because I think that at long last we have managed to focus the attention of the public on the root of the whole problem—antiquated regulations and excessively burdensome taxes."

The triple threat to lagging business—research, experiment and improvement—may well become a Quinn specialty. The trio ties in nicely with his plans for bringing more freight business to the Milwaukee's rails.

Basically, in Mr. Quinn's view, better freight business can be created by intensified solicitation and more extensive industrial development. The Milwaukee already is equipped with a good sales force and an aggressive industrial department. The approach, then, is simply to have them do more of what they're doing now.

He has a high regard and great hopes for the research into freight traffic matters under way by the western and eastern lines.

Happy With 'City' Trains

On the passenger side, Mr. Quinn's outlook contains a measure of optimism, too: "For the foreseeable future, I think there will be some passenger services we'll want to keep—such as Chicago to the Twin Cities. We're making money on an out-

of-pocket basis on the 'City' streamliners, too. We're quite happy with the way they worked out."

But the commuter business is another story. The Milwaukee has been trying since 1952 to raise fares on its service to suburbs north and west of Chicago. The Illinois Commerce Commission, two courts, the ICC and an active commuters' association have been in on the tussle. Last month the U.S. Supreme Court tossed the case back with what could be a final denial.

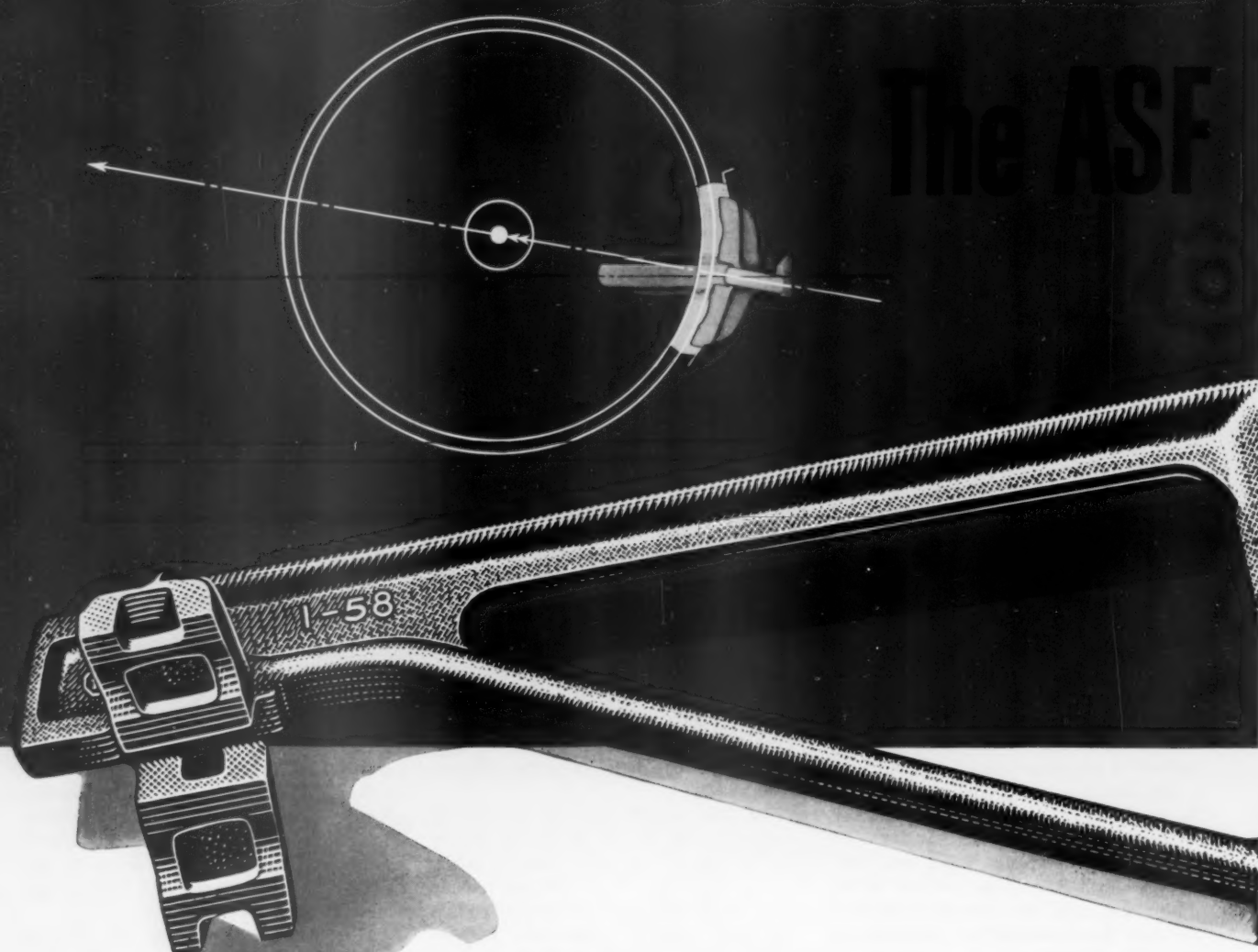
Back before Ben W. Heineman became North Western's chairman, the idea was expressed that the Milwaukee Road and the North Western might merge, to the advantage of all concerned. Today, not much is being said.

The idea, however, does not entirely repel Mr. Quinn. "Don't think, now, that I'm advocating a proposal of merger," he says, "but I work for the Milwaukee stockholders—and if it can be shown that a merger would be advantageous to their interests, naturally we'll consider it."

Would coordination of facilities and services short of actual merger—with the North Western or anyone—be advantageous? "Possibly. But remember that almost any larger program of coordination would bring on most of the problems of out-and-out merger. These things have to (Continued on page 18)

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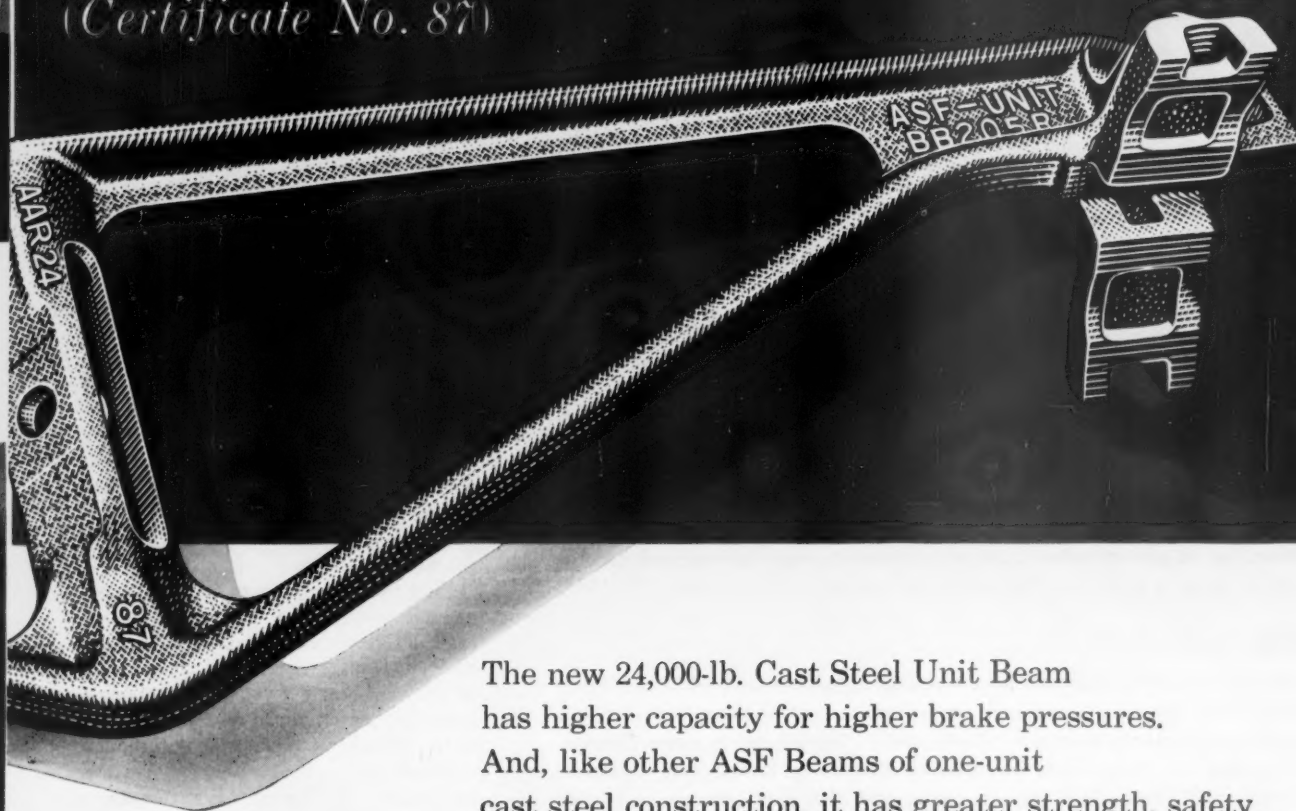
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FACTORS IN THE MILWAUKEE'S FUTURE

Commuters: In its sixth year of a struggle to raise suburban fares, the Milwaukee is plagued with daily losses and not the best public attitude toward its efforts. Yet most trains, like this one, are heavily patronized.



Freight Traffic: Much unproductive main line and a multiplicity of branches offset Milwaukee's position as a server of major midwest markets. President Quinn's approach: higher traffic levels mean more money for research, experiment, improvement.

(Continued from page 15)

be weighed carefully," is his observation.

And, if the Great Northern, Northern Pacific, Burlington and Spokane, Portland & Seattle merge—what of the Milwaukee's line into the Northwest? "This is something to watch, of course. But we can't interpret what a merger would mean until we see what sort of animal they come up with. We might oppose a merger—and yet they

might propose something which wouldn't affect us to any great extent."

Goal: More Traffic

Of the Milwaukee's line to the Pacific, Mr. Quinn says: "we found during the war that a small increase in traffic over that line brings in a surprising amount of money."

So, the Milwaukee's approach to the

future is to bring in as much traffic as it can, from large and small shippers alike. "I'll take all the one-car-a-month shippers I can get—gladly!" he declares.

Bonus plans for freight salesmen are under study. Mr. Quinn and his staff want to know how well different plans work and if difficulties can be overcome.

A committee is being set up to study the possible use of an electronic "brain." "I feel that ultimately, when the time is right, we'll get one," Mr. Quinn says.

Continuing study and appearances before state commissions have kept the Milwaukee trimmed fairly clean of unproductive stations and passenger trains. Yet the dualization or agency consolidation approaches of some other roads are being watched. If the idea works, Mr. Quinn points out, the avenue is open to getting out from under a greater number of unprofitable agencies than is possible by more conventional means.

"Just two things seem to me to be necessary to insure that the railroads will markedly increase their volume of traffic," he maintains. "The first is a continuation of the remarkable technological development that has accounted for the steady rise in ton-miles per train-hour and train-miles per train-hour in the past decade. There is no sign that our ingenuity is drying up.

"There is, on the other hand, the certain knowledge that increased traffic will bring higher earnings which can be plowed back into effective research and new tools. . . Increased traffic could be handled not only more economically, but with greater all-around efficiency and dispatch."

"The second requirement is that government—whether municipal, state or federal—take appropriate steps to free the railroads from the restrictions of obsolete legislation."

THE MAN

Bill Quinn, 46, became president of the Milwaukee Road on January 1. He succeeded John P. Kiley, who retired to become a consultant for the road. A native of St. Paul, graduate of the University of Minnesota, and former assistant U. S. district attorney, Mr. Quinn joined the law staff of the Soo Line in 1940. During World War II he was with the FBI. He was elected vice-president and general counsel of the Soo Line in May, 1953. In April, 1954, he moved to the Milwaukee as general solicitor. His appointment as vice-president and general counsel, his post at the time he was elected president, came on May 10, 1955.

THE RAILROAD

Milwaukee Road tracks extend from southeastern Indiana to Puget Sound. Some 10,600 miles of road are operated. Largest mileages are in Iowa, South Dakota, Wisconsin, Minnesota, Montana and Washington. The Milwaukee serves Chicago, Milwaukee, the Twin Cities, Duluth-Superior, Omaha, Kansas City, Spokane, Tacoma and Seattle. Last year, its net income after fixed charges and other deductions was \$6,950,000 on operating revenues of \$254,000,000. New income was off \$561,500 from 1956.

THE YEAR AHEAD

There's no great concern over what 1958 will bring. "We watched expenses and weren't hurt too badly by comparison last year, and I think that this year won't be too bad for us either—if the upturn that many people are predicting for midyear actually occurs. We're banking to a large extent on that."



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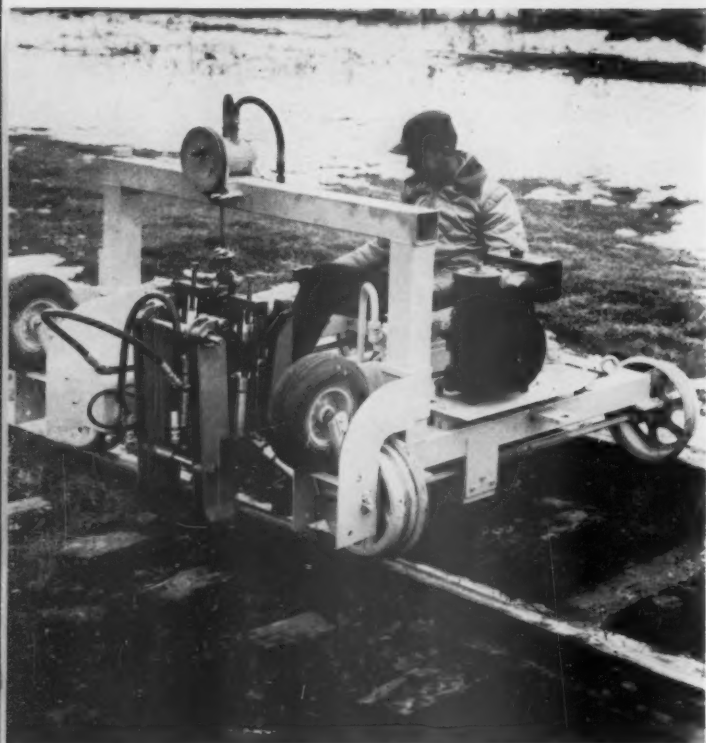
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RACINE HYDRAULICS

This machine is designed particularly for the efficient and economical box-anchoring of ties with either drive-on or tool-applied anchors. It is also said to be an efficient machine for single-anchor applications. Developer is Racine Hydraulics & Machinery, Inc., Racine, Wis. The Racine applicator is a self-propelled, hydraulically operated machine, and has a positive adjustable stop to eliminate over-driving. Anchors are said to be squeezed onto the rail base quickly and in the proper place for maximum holding power. During the box-anchoring operation the anchors are held against the tie with a pressure of 1400 lb, says the manufacturer. Operator is seated in front of the applying tools with clear, unobstructed vision for both track movement and during the anchor application.

New Machines In Applying

A new breakthrough has been registered in maintenance of way automation. Four different type machines have now put the application of rail anchors in the "mechanized" class. It's a job that has long been done manually—a hold-out in rail-laying operations.

Several manufacturers in recent months have introduced power-driven devices for applying base-type anchors. Others are known to be working on the problem.

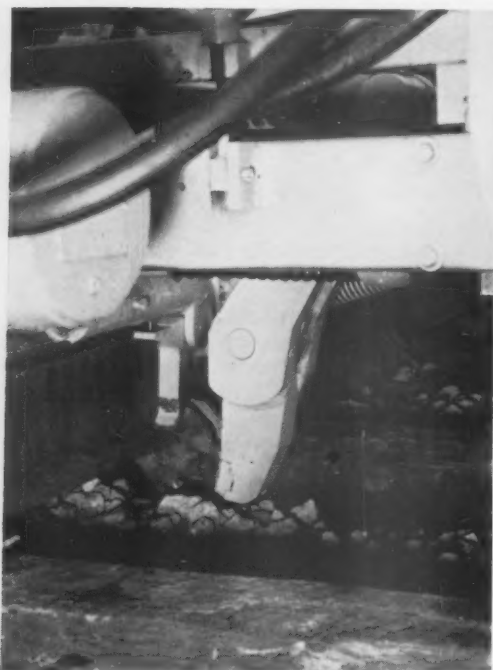
Behind the new developments is the realization that track men wanted the devices not only to reduce costs but also to assure proper application of the anchors.

Until recently switching this job to machine-power wasn't considered a very pressing matter. Anchors can be applied to the rail base by a few men using mauls or special tools depending on the type anchor in use.

Cost factors remained, then, relatively minor; mechanization didn't seem to offer much in the way of savings.

Two changes in this picture have shown up, though. The climb in the wage scales of track forces has reached the point where mechanization of this job can now cut costs. Not great dollar-wise, the savings are enough to produce an appreciable return on the investment in the new equipment.

More emphasis on the proper application of rail anchors is the other change. Track men want the anchors tight against ties so they will be effective immediately in preventing rail creepage.



TRUE TEMPER HYDRAULIC

Developed by True Temper Corporation, Cleveland, Ohio, this is a self-propelled machine that is operated by one man from a driver's seat. Anchors are applied by arm (shown in view left) that is said to exert a maximum pressure of 18,250 lb on the anchor. A positioner forces the anchor against the side of the tie and holds it there under compression during installation. The entire positioning and installing unit lifts to clear grade crossings. Maximum travel speed is 20 mph with an 8 to 10-mph working range. Production rate claimed for machine is roughly 600 to 700 anchors per hour.

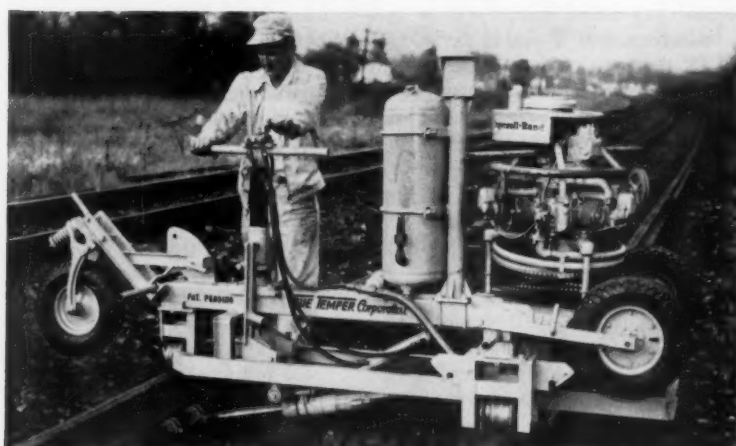
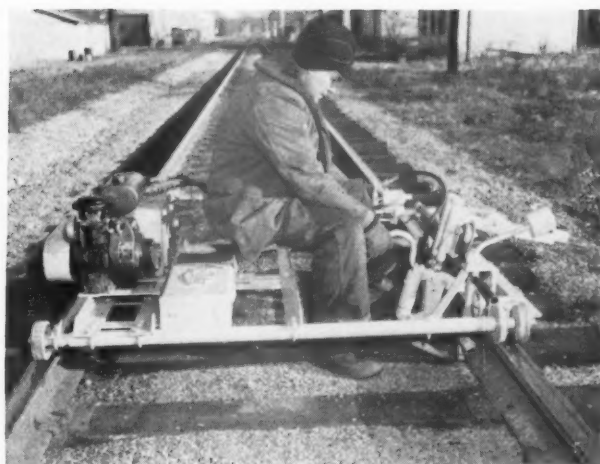
Cut Handwork Rail Anchors

One engineering officer reports that as many as 10% of manually applied anchors have to be removed and installed again. Machines incorporating a positive means of pressing anchors firm against ties as they are applied to the rail base overcome this difficulty.

The combination of direct cost savings—through slashed labor budgets—and indirect economies through better workmanship has prompted many track men to put the new devices to intensive tests.

UNIT APPLICATOR

This machine is hydraulically operated. It was developed by the Unit Rail Anchor Division, Hubbard Specialty Products, Inc., Pittsburgh, Pa., in collaboration with Greenlee Brothers & Co. Power source is a Kohler 3½-hp gasoline engine operating a special Greenlee dual-pressure pump. The high-pressure side, set to develop a pressure of 6,500 psi, operates the applicator shoe. The low-pressure side, which develops a pressure of 200 psi, operates the positioning mechanism. The machine is operated and pushed by one man in a seated position. When being applied anchors are forced against tie by positioning arrangement that applies a pressure of about 275 lb. The hydraulic cylinders are controlled by two levers, one for the positioner and the other for the applicator. This machine is designed particularly for applying spring-type anchors but may be adapted later for applying drive-on anchors. Lower view shows close-up of applicator tool in operation.



TRUE TEMPER PNEUMATIC

Also developed by True Temper, this machine is powered by an Ingersoll-Rand 3R-36 air compressor which actuates a cylindrical steel rod (right). The rod drives the anchor into the rail base and is controlled by the operator with a lever. The machine is propelled and operated by one man. Mounted on three wheels it is said to roll with only a five-pound push. Weight of the machine is 1800 lb. It is reported that this applicator has already been used on half a dozen different lines and that it has installed an average of about 15 anchors per minute. Savings are figured at 60% of labor cost.





WHAT PRR TRAINS will do is determined before they're dispatched.

Computers Tell Quickly What Trains Will Do

An impossible job was brought within practical bounds by the Pennsylvania when it started using an analog computer for train performance studies. Now the same task is being handled by a medium-size digital computer. Result: time has been slashed to minutes.

New interest was generated this month in the determination of train performance and tonnage ratings by means of either analog or digital computers. Relative merits of the two methods were discussed at the American Institute of Electrical Engineers meeting at New York City. Touching off the discussion was a presentation by J. E. Hogan, foreman, office of electrical engineer, on the Pennsylvania's use of digital computers for this purpose.

HOW THE ANALOG COMPUTER WORKS

For several years, the Pennsylvania has used an analog computer in train performance determinations. Developed by PRR engineers, it consists of three curve-drawing instruments, which are electrically interconnected. A low-energy auxiliary circuit supplies power. This circuit also contains apparatus supplying small increments of voltage, the values of which are analogous to the forces which influence the movement of a train. Data covering tractive force and train resistance are incorporated into the circuits of the machine by means of dials on the face of a panel.

On three charts, the machine draws the developed curves of speed vs. distance, acceleration vs. time, and speed vs. time. The operator makes adjustments in the controls as called for by track data. Results are read from the three charts, which show

for every instant of the run, the time, velocity, acceleration, and distance.

This method has the advantage of recording the results in graphic form, producing charts by which the train movement over the route can be visualized. The simplicity of its control, low energy input (300 watts maximum), relatively low cost, and quiet operation make it suitable for use in an engineering office. It performs the work in train time, that is, within the time required for the actual train to make its run. Results have been reported satisfactory. They have been checked and found to conform closely with the performance of a train in operation.

WHAT THE DIGITAL COMPUTER DOES

The Pennsylvania recently applied a digital computer, an International Business Machines Model 650 data processing machine, to the calculation of (1) train performance, (2) fuel or electrical energy consumption, and (3) locomotive tonnage ratings.

The Pennsylvania calculator, according to Mr. Hogan, has proven to be a worthwhile and profitable investment. Because of the reduction in calculating time, new forms of study have been made prior to the purchase of locomotives. It also now appears that further reduction in calculating time can be made. At present, train

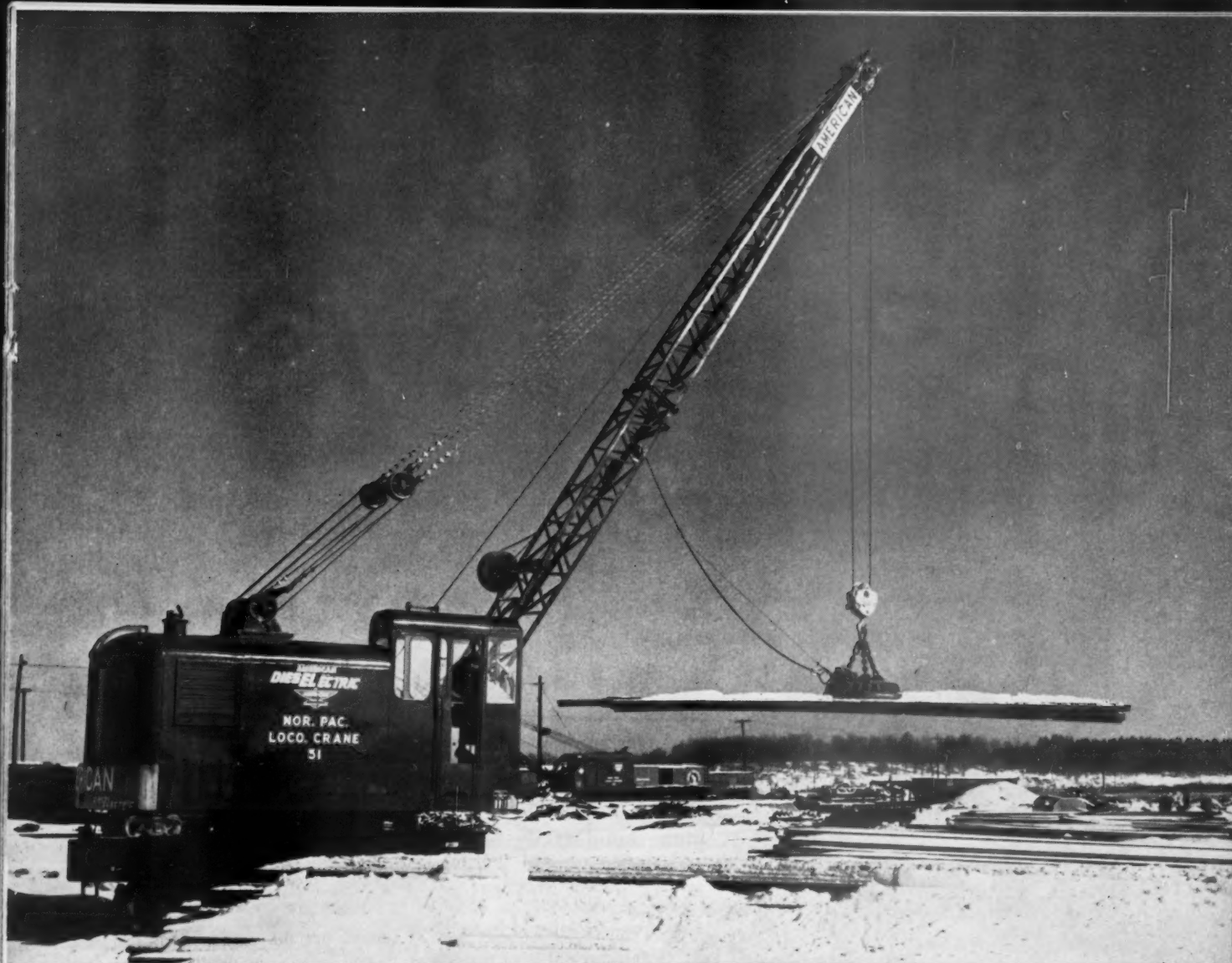
performance is calculated at rates varying between 700 and 2,000 miles of track per hour depending on the number of station stops, speed restrictions and grades.

Tonnage rating calculations on the digital computer require from one to five minutes per locomotive group depending on the length of track involved and the degree of accuracy desired. A tolerance of zero to minus three per cent of the exact rating has been found acceptable. To obtain the same results with comparable accuracy using the train performance calculator, requires at least one man-day. To do the same work with slide rule and desk calculator, the time required would be prohibitive.

Input and output to the computer are in the form of punched cards. A program includes about 400 instructions. The train data, calculated beforehand for the train to be run, is placed on five cards.

Included are grades, curves and distances; speed restrictions; weight and tractive resistance of the train; tractive force of the motive power; rate of deceleration during braking; and the number, location and duration of station stops.

The required track data averages about one card per track mile. The program of instructions and the train data are loaded on the 650 memory storage drum. The back data cards are read consecutively and automatically by the machine as the calculations proceed.



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Drop forged fittings
for wire rope-chain

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to 2 yds.-50 tons
LOCOMOTIVE CRANES
to 130 tons

DERRICKS-HOISTS
to 800 tons
REVOLVER CRANES
to 400 tons



Winter's hazards featured safety meeting charts shown.



Painful turnovers often follow careless steps.



You can find yourself up a tree when poor visibility adds to troubles.



Up or down, scaling ladders can be touch and go when ice crusts form.

How to Liven Up

The Union Railroad transfuses meaningfulness into an old slogan: Safety Is Everybody's Job. It draws all employees into the campaign by making what could be a deadly dull subject sparkle. At the same time, management keeps right on top of hazardous habits and conditions. Frequent meetings, thoughtfully aimed at topics of "right-now" interest, stimulate a spirited team effort.

Once a week, on Union Railroad company time, yardmasters and other first-line supervisors hold safety meetings. Small groups, usually three or four crews, meet to discuss a particular safety problem. A special system of reporting unsafe conditions or practices keeps everyone safety-conscious.

To get the programs started, the road furnished charts and other visual aids to help the yardmasters run the meetings. With the topic for one meeting being safe techniques in winter operations, the yardmaster had a cartoon sequence to illustrate key points. Captions he read as he flipped the pages were prepared by the safety supervisor and the Union Railroad personnel department.

Other charts have used more realistic pictures. Both kinds have provoked discussion and brightened up meetings for the men attending. There are 100 yardmasters effectively involved in the program, Personnel Director Robert H. Jackson says.

Future weekly meetings will depend less on visual aids. As yardmasters learn group leadership techniques, they are taking more and more of the responsibility for making the meetings interesting. Visual aids have been effective in getting the program

started, but the railroad feels that with trained leaders, the meetings can be even better without these aids.

In the non-operating departments, the railroad builds the weekly safety meetings around a "Safety Rule of the Week," promotion. It's meant to stimulate interest in safety regulations. Each department sends a weekly safety letter expanding on some safety rule to each employee. A week later, one man from each department is quizzed on his home telephone. The correct safety rule answer wins a cash prize. If he's wearing safety shoes when he gets the prize, it's doubled.

Backbone of the program is the safety committee, a group that investigates unsafe conditions or practices and approves corrective action.

There are 11 of these committees, with a total membership of about 140 people. That includes department heads, trainmen, enginemen, machinists, carmen, counter-men, trackmen, supervisors and laborers in all departments of the railroad. Membership changes from year to year. Eventual aim is to give every man on the road a chance to participate.

The safety committees have power to investigate and take action against any



Icy walks demand a cautious approach on the job.



Cover-up dodges the problems. They must be faced.

a Safety Program

hazardous or unsafe practice on the railroad. The railroad set up a safety report system to turn up violations of established safety principles. Two forms were set up, one for reports on unsafe conditions, the other for safety rule violations or other unsafe acts. The forms are available anywhere on the road and everyone is encouraged to use them.

The forms call for enough details to pinpoint the condition reported.

Since offenders' names are not required, a psychological objection to informing is largely overcome. The reports provide a good gauge of what is actually happening on the railroad.

Focus on Safety Hazards

When an unsafe condition report comes in, it is assigned a serial number, and action is started by the safety supervisor. Formal acknowledgment of that action is given by Vice-President and General Manager B. R. Gould.

Safety Supervisor W. R. Brehm then contacts the officer responsible for the area in which the condition is reported, asking what action will be taken. Copies of this letter go also to the general manager, the chairman of the safety committee involved, and the man who submitted the report. If the condition can be corrected and the work is done, the letter is returned to the safety supervisor with a notation showing what was done and when. If the condition is not corrected, or if the circumstances don't warrant correction, a detailed report is made explaining why. In either case, the man reporting the condition is kept informed.

A tickler system follows up reports that

are not closed out promptly. But no conditions are closed out until the safety committee approves the action taken.

Since 1951, when the unsafe condition report program was started, over 5,000 forms have been turned in. Some involve long range projects, like improved yard illumination or a major track relocation. These are impossible to deal with immediately but only about 100 of the more than 5,000 conditions reported have not been corrected or otherwise dealt with to the satisfaction of the safety committees.

In the six years of the program, over 12,000 reports have been turned in on unsafe practices. The man making the report states that he has observed an unsafe act and used his influence to have it stopped. (About two out of every three violations reported are turned in by supervisors; the others are turned in by men who have no supervisory authority.)

If certain violations keep turning up, either the safety committee involved or the personnel department for the railroad as a whole can take special steps to correct the practice. At a recent committee meeting, for example, 27 out of 87 reports were of personnel stepping on rails. Using this, the railroad can plan a weekly safety meeting program to combat the practice.

Safety takes a lot of hard work. The double-barreled safety program of weekly meetings and safety committees, Union officers feel, is paying off in a pretty clean railroad.

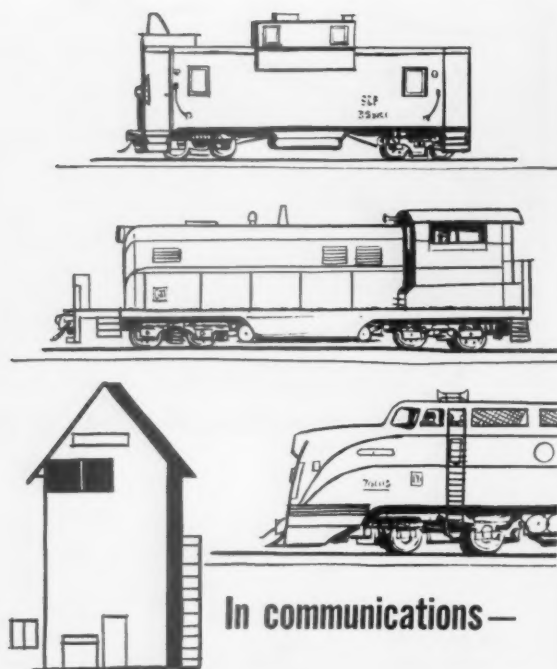
Since the beginning of the yardmasters' meetings, late last year, many unsafe conditions have been corrected on the spot before reports reached the safety supervisor. The railroad feels this shows how effective its safety program is.



To cut down slipups when working on cars, the safe way is the right way.



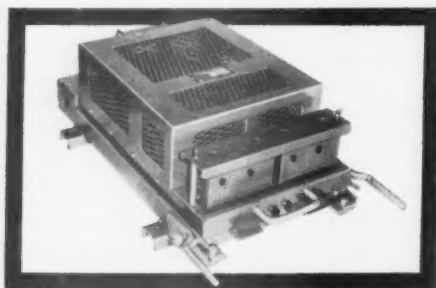
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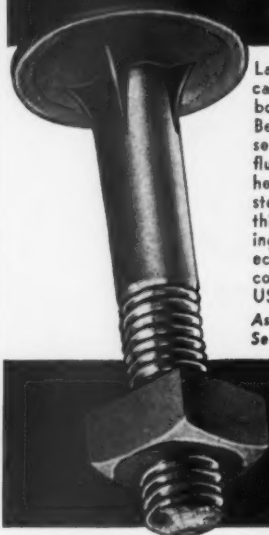
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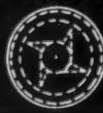
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Ask us how you can save money on Sealtite products.

Section of head showing patented fin design which insures maximum holding power with minimum damage to wood — reduces decay and rust. Available with Lock Tight No. 2 or Std. Sq. nuts.



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BOOKS . . .

HANDBOOK OF AMERICAN RAILROADS

by Robert G. Lewis

This new 2nd edition (1956) provides a complete, illustrated data guide to the nation's 113 Class I line-haul railroad carriers. Contains a map of each railroad, prominent train photo, herald, historical sketch, biography of chief officer, financial and operating statistics, and equipment data. The author is publisher of "Railway Age." 251 pp. cloth \$4.50

WORLD RAILWAYS

by Henry Sampson

A worldwide survey of railway operation and equipment. Up-to-date details tabulated on 1,470 railroads in 106 different countries, including photos, maps, diagrams. 157 major rail systems are dealt with individually, with new or revised maps, and equipment, financial and traffic statistical data. 1956-57 edition. 502 pp., illus., cloth \$20.00

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Fifteen RRs Join Heart Study Project

Medical science and railroading are teaming up in a new attack on heart disease.

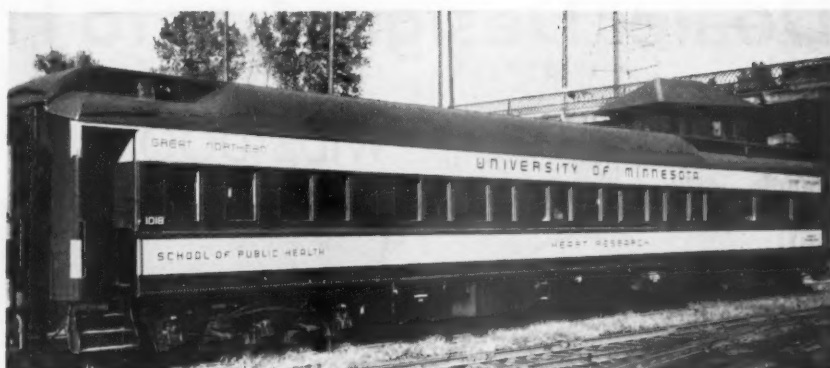
Fifteen western carriers are cooperating in a five-year heart research program developed by Dr. Henry L. Taylor and the staff of the University of Minnesota's Laboratory of Physiological Hygiene, headed by Dr. Ancel Keys.

Carrier personnel offices are providing data confidentially on some 6,000 switchmen, 8,000 clerks and 4,000 supervisory and executive employees between the ages of 40 and 60. The staff will seek to examine some 2,500 volunteers.

The heart researchers were attracted to the railroad industry because of:

- Tendencies of railroad men to stay put on one job for a long time.
- Easily recognized gradations of physical activity and job responsibility.
- High quality of records maintained by railroad management and by the Railroad Retirement Board.

Two converted passenger cars will play a big role in the program. One, loaned by the Great Northern, has been outfitted with three examining rooms, a motor-



RESEARCH CAR loaned by Great Northern bears Minnesota U's maroon and gold. Another car was furnished by the Rock Island.

driven treadmill, two electrocardiographs, an X-ray unit and chemical laboratory.

The second car in the mobile research laboratory was loaned by the Rock Island to provide space for interviews.

Much of the time, these lab cars will be set out at principal junctions, terminals and division points on the participating railroads. The carriers are providing free movement, maintenance, switching and

parking facilities, heat, water, electricity and ice.

Cooperating railroads include the Great Northern, Rock Island, Northern Pacific, Burlington, Milwaukee, Chicago & North Western, Southern Pacific, Western Pacific, Soo Line, Minneapolis & St. Louis, Chicago Great Western, St. Paul Union Depot, Minnesota Transfer, Belt of Chicago and Indiana Harbor Belt.

Railroading



After Hours with *Jim Lyne*

NAMED FOR PERSONS—On the question of the lack of the names of people as names of railroads—Alan Magary of Exeter, N.H., cites the Bamberger Railroad in Utah as an exception to the rule. Of course, there have been a lot of names of people applied to railroads popularly—but seldom officially.

PUBLICIST'S CREDO—Herb Lash, CNR publicist recently retired, was asked to explain his "philosophy of life." He said, in looking back on his career, that it appeared more to him a collection of fragments than anything with a design to it. However, there were a couple of the fragments that seemed to stand out above the others, viz., (1) honesty and (2) considerateness in dealing with people.

As for honesty, Herb indicated that community problems today are complicated enough to solve when clearly understood; and anybody charged with informing the public who, instead, misinforms them, just adds to chaos.

And when a man deals considerably with other people, especially subordinates, he promotes cooperation—advancing community efficiency and progress. Herb learned a lot about this from the way his officers treated him when he served with the famous Princess Pats in War I.

LINE-UP FOR STOCK—A. Hesse of Alliance, Neb., has sent me a clipping from the Lincoln Journal—about a request for information recently received by the Burlington's relief operator (Emily King) at Seneca, Neb. Here's the request:

"When's your next train coming? We want to cross the tracks in the next two hours."

It wasn't a slow car the inquirer had—but a 200-head herd of cattle, which he thought would take him about 45 minutes to get across the tracks. He got the information he needed and made the crossing safely.

Mr. Hesse reports that the kind of service they give up that way is attracting business: Up to last November, anyhow, they were running ahead of the preceding year.

PIECEMEAL OR ALL-OUT?—I have several letters from friends of the railroad passenger business—suggesting that this or that aspect of the service be improved. Such suggestions are interesting. But are a lot of unrelated improvements going to do the job that needs doing?

Most other industries facing a similar problem (and a lot of them have had to do so) get out of the parts of the business that show no growth opportunities; and then try to get hold of their costs and tailor their products that are saleable to meet the demands of the market. Some individual railroads seem already to have gone a long way in this direction in their passenger planning.

Incidentally, I note that President Dearmont of the Mo Pac in a message to passenger department salesmen says:

"It is hard for me to accept the views of many that the railroads should get out of the passenger business as fast as they can. I can't help but have the feeling that if we would do more constructive thinking and less talking about quitting we would find a way to improve the situation."

HERE'S A NEW TWIST:

Dealer Designs Car to Fit His Lumber

It's a time and money saver that can be easily adapted to handle unitized lading, too.

A box car with 20-ft wide door openings at both ends has been designed and patented by V. J. Wardein, a member of the National Retail Lumber Dealers' Association. Doors slide on both sides of the car from either end to a center position when opening. The wide door openings permit long lengths of lumber to be unloaded from either side or both sides simultaneously.

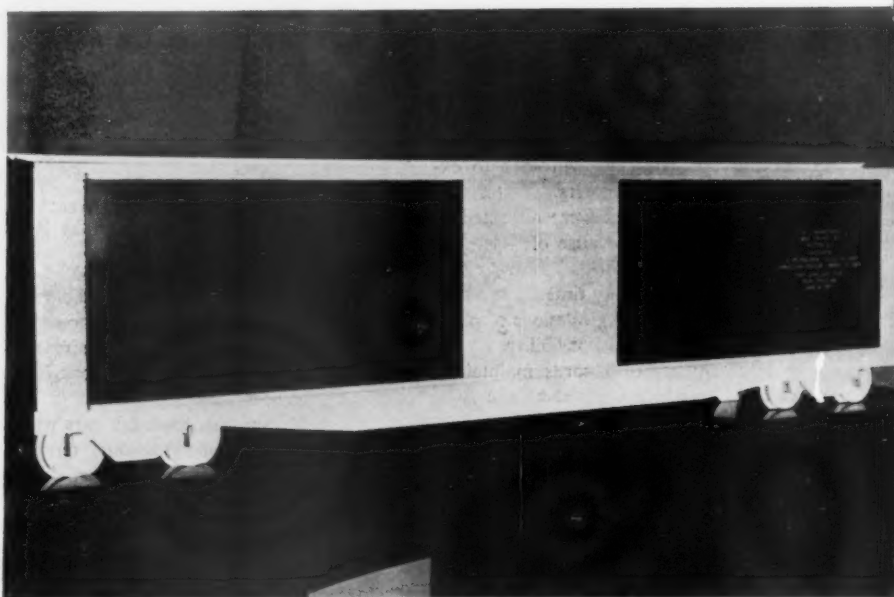
One Western road has shown interest in constructing a test car. Mr. Wardein feels that time and money saved in loading and unloading will be a favorable factor for further construction.

While the Wardein patent application dates from June 1954, the idea of wide door openings to handle lumber with a fork lift truck is not new. Over two years ago, engineers of the Fort Dodge, Des Moines & Southern sketched out possibilities of a full sliding door box car, incorporating features for a variety of lading (*Railway Age*, August 22, 1955, page 41). In April 1956, the Seaboard rebuilt a 40-ft box car equipped with a 20-ft doorway at diagonal ends of the car, each having two 10-ft interlocking doors (*Railway Age*, April 9, 1956, page 38). The Seaboard is now building ten new box cars of similar design, with about 30 per cent additional capacity. These are expected to be ready soon.

Simplified Construction

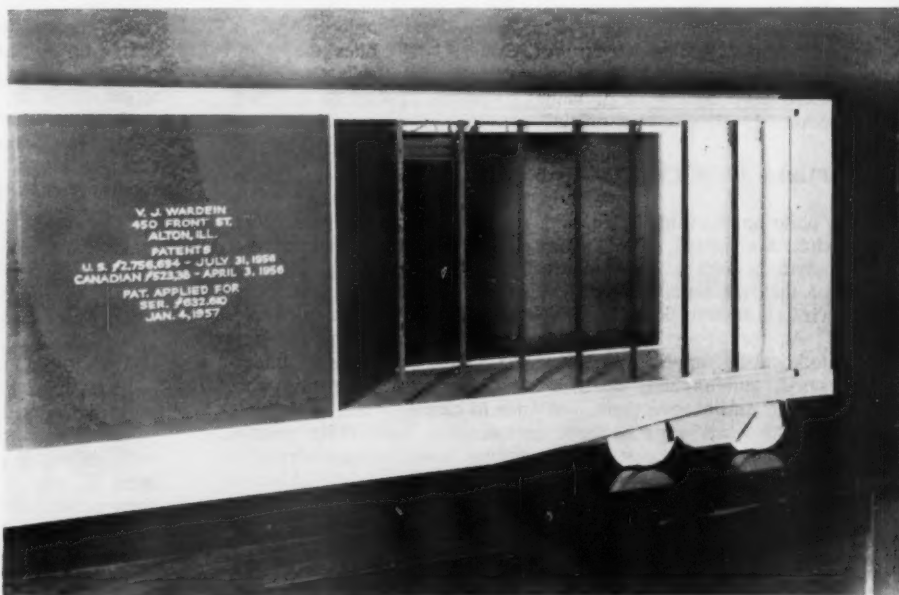
The Wardein car is designed to incorporate a number of features said to facilitate construction and provide a car for all types of unitized loading. A standard 50-ton AAR flat car with stake pockets removed, provides the base for standard steel ends and roof sections. A 5-ft angle and channel section at the car's center gives rigidity to the structure and roof support. One of the features is easily removable steel posts, set in sockets spaced 30 in. apart to keep lading from shifting against the doors. The posts and sides of car are slotted and the ends and floor equipped with recessed strap hooks for a variety of strapping arrangements. Steel doors and track support members similar to the Seaboard installation have been designed.

WIDE DOORS ...



... MAKE UNLOADING EASY. They'll accommodate fork trucks and permit the car to be worked from either side or from both ends at once.

REMOVABLE POSTS ...

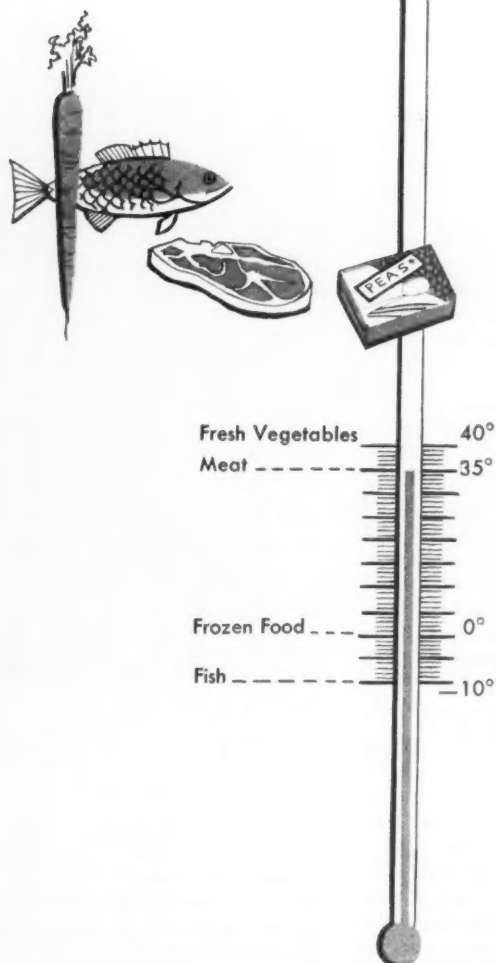


... GUARD AGAINST shifting loads and consequent damage. Slots in car floor hold uprights in firm position and keep doors free.

Some like it fresh...

some like it

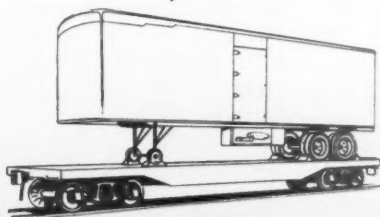
cold



Some foods, like fresh vegetables, need a constant 40° to 60° F., to arrive at destination in prime condition. Fresh-caught frozen fish and other packaged frozen cargoes require zero to -20° F. But temperature variations are stock-in-trade to TROPIC-AIRE—CARRIER reefer equipment. A simple twist of the convenient thermostat control dial gives you the exact temperature essential for the cargo, whether crisping cool or sub-zero cold. With America's newest reefer, you'll find the three factors most important to superior refrigeration: plenty of *power*, absolute *dependability*, and immediate *accessibility* for servicing. Equip your fleet with TROPIC-AIRE—CARRIER refrigeration!



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New Products Report

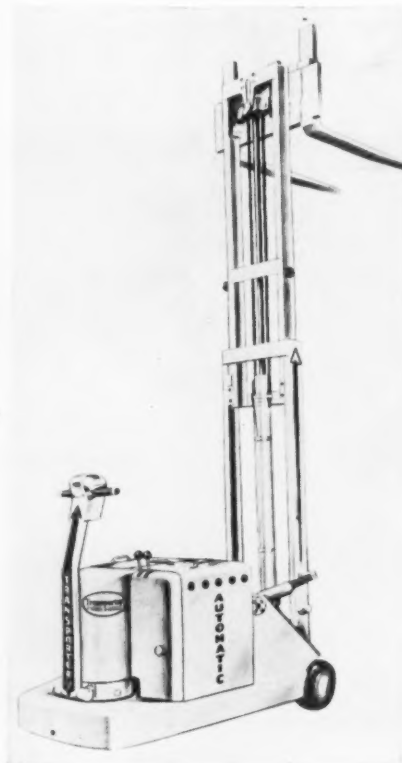


◀ An Obsolete Operation?

A firm of engineering consultants starting studies in railroading issued a report on possible automation of commuter fare collections. The report offers these ideas: cars must have multiple-unit door control, station access must be restricted via fences and gates, and "bearer" tickets only would be used. Turnstile installation and use of tokens or tickets is suggested; collection at both the boarding and destination station would permit adjusting fares to distance traveled. *Devenco, Inc., 150 Broadway, New York City, N. Y.*

New Fork Stacker

Latest addition to Automatic Transportation Company's Transporter line is a walkie-type, electric-driven fork stacker in three rated lifting capacities—2,000, 2,500 and 3,000 lbs. Each model has a backward tilt of 18 degs, forward tilt of 3 degs; each has 38 in. uprights; lift on the 2,000- and 2,500-lb models is 135 in., on the 3,000-pound type 132 in. The trucks are available with two types of lift—monolift, with 15 in. of free lift and duo-lift, with 68 in. of free lift. *Automatic Transportation Company, Dept. RA, 149 W. 87 st., Chicago.*



Pint-Size Computer

Monroe Calculating Machine Company announces its new Monrobot IX desk computer designed to sell near \$10,000. Pint-size contrasted with "giant brain" installations, it is meant primarily for billing computations. Flexible program control is said to permit its use for many other general accounting functions. Read-in—read-out mechanism is an electric typewriter with conventional keyboard. Words like sales tax, freight and discount can be printed automatically. *Monroe Calculating Machine Co., Dept. RA, Orange, N.J.*

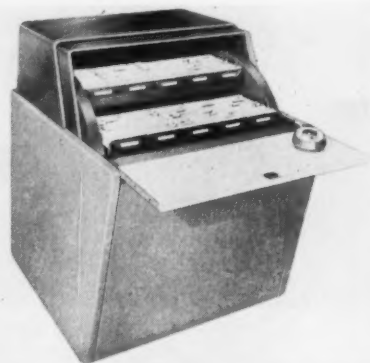


Versatile TV System

Vibration and high noise levels don't affect picture quality in its new closed-circuit television system, Hallamore Electronics reports. Originally designed to transmit pictures of rocket engines under test, the system provides more than standard scanning lines for better images. Camera and receiver reportedly cannot lose synchronization under adverse conditions. This system consists of a vidicon camera, master control receiver and intercom. A master control receiver combines the functions of a camera control unit and a 17-inch monitor. All camera controls originate at the master receiver. The camera can be 1,500 ft away from the master receiver; repeaters and slave cable can extend this distance in units of 2,500 feet. A built-in intercom system provides two-way voice contact between camera and receiver. The system operates with light levels of 1.5 foot candles. The camera can be tilted 45 degrees up or down and pans through 343 degrees. Weatherproof housing is also available with heaters, wipers and blowers, all of which can be operated by remote control, the manufacturer says. *Hallamore Electronics Co., Dept. RA, 527 Lexington av., New York City.*

Dial-Filing Apparatus

Records on all grades of paper can be used in a rotary file device introduced by Diebold, Inc. A dial similar to that on telephones is spun to bring eight record pans to desk level. The dial does not spin back to a pre-fixed position, and rotates left or right. Record trays of varying size can be placed on the revolving pans. Dial-A-Files are available in three widths. A parallel-gear electric motor powers the unit and dynamic braking and micro-switches control positioning. *Diebold, Inc., Dept. RA, Canton 2, Ohio.*



Rate Hike to Yield \$182 Million

ICC estimates seem optimistic in light of need for state agency action. Effective date was February 15, but investigation continues.

Approximately \$182 million a year will be added to freight revenues of railroads as a result of increases approved by the Interstate Commerce Commission in the Ex Parte 212 case.

That's the commission's estimate. It's on the optimistic side in that it assumes state authorities will authorize like increases in intrastate rates.

The interstate increases became effective February 15. In approving them, the commission instituted an investigation into their lawfulness and into the proposed reduction in free time at the ports.

The increases are subject to a refund rule. The railroads are thus obligated to refund the differences if the commission hereafter cuts back any of the increases now authorized.

The commission did not approve everything the railroads proposed. They proposed various selected increases.

The commission suspended all of the proposed new accessorial charges, includ-

ing new loading and unloading charges at New York and Philadelphia; increases exceeding 10 per cent in the present charges for loading and unloading at other points and for diversion and reconsignment; and increases exceeding 5 per cent in the present charges for stopping in transit for partial loading and unloading and for industrial switching.

The commission also suspended entirely the proposed reduction in free time at ports and the proposed new charge of 6 cents per 100 lb on waterborne traffic.

The proposed line-haul increases suspended by the commission are: scrap paper, rags and rubber; shells (oyster, clam, or mussel) to the extent that they exceed 3 per cent, maximum 12 cents per net ton; clay farm drain tile to the extent that it exceeds two cents per 100 lb; and fly ash to the extent that it exceeds 3 per cent, maximum 20 cents per net ton.

Increases proposed by the railroads vary between commodities, with certain move-

ments and commodities, such as manufactured iron and steel, exempted entirely.

Among the proposed increases allowed by the commission were the following: grain, 3 per cent with other agricultural products less; livestock, 3 per cent with a minimum of 5 cents per 100 lb; meats and packing house products, 1 cent per 100 lb; lumber, 2 per cent; coal, 10 cents a ton with special treatment of rail-water movements; and scrap iron and steel, 40 cents a ton.

In permitting the increases, the commission said "there is a critical need on the part of railroads for additional revenue, sufficiently at least to offset cost increases not heretofore considered by us in approving increases in their freight rates and charges. The public interest, and that of the national defense, in a sound, adequate and efficient transportation system, will be adversely affected unless the proposed increased interstate freight rates and charges, with exceptions noted, become effective."

People in the News

ASSOCIATION OF AMERICAN RAILROADS.—L. T. Donovan, assistant to executive vice-chairman, Mechanical Division, Chicago, named assistant executive vice-chairman, effective January 1.

BALTIMORE & OHIO.—W. S. Gallagher, assistant general paymaster, Baltimore, appointed general paymaster there, succeeding George J. Miller, who retired February 1.

BANGOR & AROOSTOOK.—William M. Houston, assistant counsel, promoted to assistant general counsel, Bangor, Me.

Vinal J. Welch, assistant engineer, appointed principal assistant engineer, Houlton, Me.

BELT RAILWAY OF CHICAGO.—Robert T. Peterson appointed general agent, San Francisco.

BESSEMER & LAKE ERIE-UNION.—A. E. Brinkley appointed editor of the "Bessemer Bulletin" and the "Headlight," Pittsburgh, Pa.

J. H. Mornewick, superintendent, Greenville, Pa., retired February 1. V. L. Harley, trainmaster, Albion, Pa., appointed assistant superintendent.

BOSTON & MAINE.—R. G. Fritch, manager-head end passenger traffic, Boston, named manager-bureau of statistics there, succeeding W. E. Corcoran, retired. J. W. Whitmore and E. F. Bower appointed assistant managers-bureau of statistics.

Deane R. Folsom, superintendent of passenger transportation, Boston, appointed assistant to general manager there. Robert F. Cowan, assistant manager-head end traffic, appointed superintendent of passenger transportation.

John J. McKeown named office assistant to

vice-president—engineering, Boston, succeeding John J. Kiley, retired.

Joseph F. McDonough, commercial agent, Worcester, Mass., promoted to general agent, Holyoke, succeeding Stephen T. Callahan, retired.

BUTTE, ANACONDA & PACIFIC.—William F. Conroy, superintendent, Anaconda, Mont., appointed general manager there, succeeding Fred W. Bellinger, retired.

CANADIAN PACIFIC.—L. R. Smith, general superintendent, Saskatchewan district, Moose Jaw, Sask., transferred to the British Columbia district at Vancouver, succeeding J. C. Jones, retired. W. L. Wilson, superintendent, Kenora, Ont., appointed superintendent, Fort Williams (Ont.) terminals, succeeding J. V. Forrest, whose promotion to general superintendent, Saskatchewan district, was noted in Railway Age, Feb. 3, p. 33. C. F. Gwyn, assistant superintendent, Calgary, Alta., promoted to superintendent, Kenora. A. L. Blaser, assistant superintendent, Lethbridge division, Fort Macleod, Alta., transferred to Calgary.

T. A. Casey, real estate agent, Winnipeg, Man., appointed assistant manager, real estate depart-



Midwest Road Gets Its First Deep-Well Flat Cars

Chicago & Eastern Illinois has added a new type to its equipment roster—the first depressed-center flat cars ever ordered by the road. Car bodies were

cast by General Steel Castings, and cars were assembled at C&E's Oaklawn shops, Danville, Ill. Each car has a 21-ft well, riding 24 in. above rail.

ment, at that point, succeeding **Gordon Fox**, who retired February 1. **Walter Crnich**, real estate inspector, succeeds Mr. Casey.

CENTRAL OF GEORGIA.—**H. L. Fulton, Jr.**, vice-president and comptroller, Savannah, Ga., retired February 1. **Lyman H. Barry**, assistant to vice-president and comptroller, appointed comptroller.

Leonard D. Jackson, editor, CofG magazine, has been placed in charge of press relations for the road and will handle certain public relations functions.

COTTON BELT.—**A. E. DuRocher**, auditor of disbursements, Tyler, Tex., appointed assistant general auditor. He is succeeded by **W. H. Meyer**, assistant to general auditor. **Vernon I. Gish**, auditor, Tyler, retired January 31.

Robert D. Engelman, commercial agent, appointed general agent, St. Louis, succeeding **George E. Geisbert**, retired.

GRAND TRUNK WESTERN.—**Ronald G. Maughan**, bridge engineer, Atlantic region, Canadian National, Moncton, N.B., named assistant to chief engineer, GTW, Detroit, Mich.

R. C. Gibson, car accountant, Detroit, Mich., appointed assistant to vice-president and general manager there, succeeding **V. C. Palmer**, who retired February 1.

GREAT NORTHERN.—**Raymond J. Inhofer**, traveling freight agent, Dallas, Tex., appointed general agent there, to succeed **Wilfred C. Hageman**, transferred to St. Louis, to replace the late **H. D. Day**. **Leonard W. Larson** named general agent, Bellingham, Wash., succeeding **Roscoe C. Ramsey**, who retired January 1.

GULF, MOBILE & OHIO.—**J. W. Hanlein, Jr.**, appointed auditor of disbursements, Mobile, Ala., succeeding **A. M. Yost**, retired. **C. F. Clancy** named auditor of miscellaneous accounts.

ILLINOIS CENTRAL.—**Alphonse D. Denis**, assistant general freight agent, Chicago, promoted to general freight agent, sales and service, at that point, effective November 16, 1957. **Frank Moran**, assistant to general freight agent, named assistant general freight agent. **Nelson D. Clark**, traveling freight agent, succeeds Mr. Moran.

JERSEY CENTRAL.—**James J. Bickel**, trainmaster, Allentown, Pa., transferred to Ashley, Pa., succeeding **T. G. Lynn** retired. **Henry G. Smith**, assistant trainmaster, Jersey City, succeeds Mr. Bickel.

John C. Powers, general agent, Albany, N.Y., transferred to Pittsburgh, Pa., succeeding **Clarence E. Armstrong**, retired. **William J. Dickerson** succeeds Mr. Powers as general agent at Albany.

Edward A. Jenney, general claim agent, Jersey City, N.J., retired February 1. Until further notice, the general claim department will be under direct supervision of **Vincent E. McGowan**, general attorney.

LACKAWANNA.—**F. T. James**, general superintendent of motive power and equipment, Scranton, Pa., appointed assistant to vice-president—operations, assigned to special duties. **L. B. Coleman**, general superintendent of operations, New York, appointed assistant general manager, Scranton. He will direct the motive power and equipment departments as well as the transportation department. Former positions of Messrs. James and Coleman abolished.

George Evans, assistant auditor of revenues, Scranton, Pa., appointed auditor of revenues there, succeeding **H. H. Antrim**, retired. **F. C. Kohl** succeeds Mr. Evans.

LEHIGH & NEW ENGLAND.—**F. K. Jaxheimer**, auditor disbursements, elected assistant secretary and assistant treasurer, succeeding **W. J. Hess**.

LEHIGH VALLEY.—**William P. Clark**, assistant division engineer, Wilkes-Barre, Pa., promoted to division engineer, Jersey City, N.J., succeeding **W. P. Sheehan**, named inspector of transportation, New York.

LOUISVILLE & NASHVILLE.—**J. F. Ryan**, chief mechanical officer, Louisville, Ky., appointed assistant general manager there, succeeding **C. D. Love**, who retired January 1. **C. N. Wiggins**, assistant chief mechanical officer—equipment, named chief mechanical officer, succeeding Mr. Ryan. **W. I. Johnson, Jr.**, succeeds Mr. Wiggins.

William M. Breidenthal, assistant general freight agent, Louisville, Ky., appointed general freight agent—rates and charges there. **L. Edgar Duffy**, assistant general freight agent, Louisville, has assumed Mr. Breidenthal's duties, and is replaced by **Alvin R. Weikel**. **Willard F. Burgess** named freight traffic manager—rates and charges, Louisville, succeeding **P. H. Goodwyn**, deceased.

Marshall Haynes, division passenger agent, Birmingham, Ala., retired December 31, 1957. **Albert E. Jackson** appointed division passenger agent, New Orleans, and **John D. Lee** named district passenger agent, Birmingham.

Charles S. Landrum, general attorney, Lexington, Ky., retired January 1. **H. G. Breetz**, assistant general attorney, Louisville, named general attorney there. **J. M. Terry**, claims attorney, Louisville, appointed general claims attorney. **J. Franklin Wheeler**, assistant general attorney, retains same title with additional duties. **C. D. Temple**, assistant to general attorney, Louisville, appointed assistant general attorney. **C. Hayden Edwards**, attorney, named assistant to general attorney. **H. W. Henderson**, claim agent, Atlanta, appointed attorney, Louisville.

J. F. Sapp, assistant manager, planning-production, Louisville, appointed mechanical engineer there, succeeding **W. I. Johnson**, whose promotion is noted above. **D. A. Reavis**, assistant superintendent of equipment, Louisville, named superintendent of equipment, succeeding **J. R. Douglass**, who replaces Mr. Sapp. **C. R. Rabbeth**, general foreman, car department, South Louisville, succeeds Mr. Reavis.

C. E. Stoeker, division engineer, Knoxville, Tenn., appointed assistant engineer in charge of the miscellaneous department, office of chief engineer, Louisville, Ky. **John W. Leinard** succeeds Mr. Stoeker as division engineer, Knoxville & Atlanta division.

MISSOURI-ILLINOIS.—**Earland Sandstrom** appointed general eastern agent, New York, succeeding **Hugo A. Franke**.

MISSOURI PACIFIC.—**Harold M. Hoffmeister**, assistant to chief mechanical officer, St. Louis,



Walter L. More
Santa Fe



W. G. Hunt
Santa Fe



L. D. Comer
Santa Fe



Robert M. Clark
Santa Fe

named general purchasing agent there, succeeding **A. A. Taylor**, who retired January 31.

A. J. Lowe, general agent, Grand Junction, Colo., retired February 1.

MONON.—**Karl A. Voth**, eastern traffic manager, New York, appointed freight traffic manager-sales and service, Chicago. He is succeeded by **Carl L. Froelich**, assistant general freight agent, Washington, D.C. **P. T. di Lustro** named general agent, Washington.

Charles C. Dawes elected treasurer in addition to his duties as manager of industrial and real estate department.

NATIONAL MEDIATION BOARD.—The Senate has confirmed President Eisenhower's reappointment of **Leverett Edwards** for a new three-year term expiring February 1, 1961.

NATIONAL RAILWAYS OF MEXICO.—Opened a freight and passenger office at 185 North Wabash Avenue building, Chicago 1, Illinois. The office will be in charge of traffic between Chicago, the Midwest and Mexico in connection with American lines.

NEW YORK STATE PUBLIC SERVICE COMMISSION, BUREAU OF RAILROADS.—**William A. Meissner** appointed senior railroad engineer at Albany, N. Y. His responsibilities include grade separations, track relocations, abandonments, train service, safety, and similar problems of railroads in New York state. Mr. Meissner was formerly office engineer, **Lehigh Valley**, Jersey City, N.J.

NICKEL PLATE.—**Herbert L. Hinton**, general signal inspector, Cleveland, appointed assistant signal engineer there, succeeding **H. G. Stiebeling**, whose promotion to signal engineer was noted in Railway Age Nov. 18, 1957, p. 46.

NORFOLK & WESTERN.—**D. W. DeVore**, commercial agent, Toledo, Ohio, appointed district freight agent, Columbus, Ohio.

The office of **H. C. White**, general agent, 414 Reynolds Arcade building, Bristol, Va., has been moved to the N&W passenger station at Bristol, effective February 1.

SANTA FE.—**Walter L. More**, assistant vice-president, operating department, appointed vice-president—personnel, and **W. G. Hunt**, general auditor, named vice-president and general auditor, both with headquarters remaining at Chicago. **L. D. Comer**, assistant to vice-president in charge of personnel, Chicago, appointed assistant vice-president—personnel there. **Robert M. Clark**, representative of the president, Washington, D.C., named executive assistant to president there.

Robert Keyes, statistical assistant, accounting department, Chicago, appointed director, cost analysis and research there.

R. M. Champion appointed acting superintendent, Plains division, Amarillo, Tex., succeeding **W. R. Henry**, assigned to other duties.

SOUTHERN PACIFIC TRANSPORT COMPANY.—**D. W. Beaupre**, named assistant freight traffic manager, Houston, succeeding the late **J. H. Tate**.

OBITUARY

Frank A. Thompson, 77, board chairman of the Frisco, died February 7 in Frisco Hospital, St. Louis.

Robert L. Fulton, 64, comptroller of the Northern Pacific, died February 3 in St. Paul.

Frank H. Masters, 78, retired chief engineer, Elgin, Joliet & Eastern, died February 7 at his home in Joliet, Ill.

Victor Parvin, 74, who retired last November 1 as vice-president and general manager of the Tuskegee, died February 2 at Hinsdale, Ill. Mr. Parvin was a past president (1933-34) of the American Association of Railroad Superintendents.



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Edgewater
multiple-wear

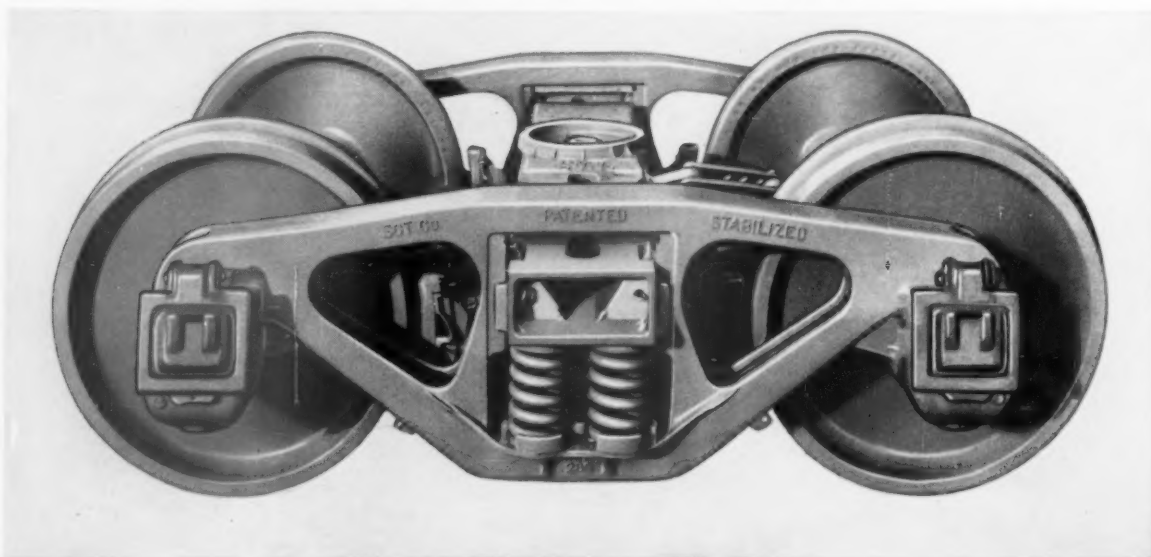
rolled steel
wheels

Welcome savings are available to you in Edgewater Multiple-Wear Rolled Steel freight car wheels. The extra mileage they give means lower ultimate cost. Edgewater skill and experience in the production of solid rolled steel wheels assures highest quality.



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STABILIZED TRUCKS

Less service time and costs add up to important savings. So, experienced freight car designers naturally "Begin With Barber Stabilized Trucks." Because: When necessary to service Barber parts, friction castings, wear plate and side springs are removed and replaced *5 to 10 times faster* than those of other trucks . . . can be inspected at a quick glance. Result of the *more than 475,000 Barber car sets sold*, none has ever worn out!

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pany, Ltd., Montreal 2, Quebec.

MARKET OUTLOOK *at a glance*

Carloadings Drop 3.3% Below Preceding Week

Loadings of revenue freight in the week ended February 8 totaled 532,289 cars, the Association of American Railroads announced on February 13. This was a decrease of 18,137 cars, or 3.3%, compared with the previous week; a decrease of 132,962 cars, or 20%, compared with the corresponding week last year; and a decrease of 152,039 cars, or 22.2%, compared with the equivalent 1956 week.

Loadings of revenue freight for the week ended February 1 totaled 550,426 cars; the summary, compiled by the Car Service Division, AAR, follows:

District	1958	1957	1956
Eastern	87,199	117,847	120,073
Alleghany	100,197	135,203	139,071
Pocahontas	46,070	48,886	58,694
Southern	106,704	115,570	119,572
Northwestern ..	61,496	71,160	71,263
Central Western ..	100,597	100,777	119,531
Southwestern ..	47,863	50,509	52,580
Total Western Districts	210,256	230,446	233,594
Total All Roads	550,426	647,972	680,989
Commodities:			
Grain and grain products	51,733	51,723	44,286
Livestock	4,360	5,401	7,146
Forest Products	35,890	35,325	43,207
Coal	112,366	123,671	142,789
Coke	7,219	13,212	13,733
Oil	14,014	18,946	17,810
Merchandise i.c.l. ..	46,239	55,543	59,788
Miscellaneous ..	278,605	344,151	352,230
February 1	550,426	647,972	680,989
January 25	550,667	665,745	691,850
January 18	572,353	657,269	699,286
January 11	569,444	680,766	710,338
January 4	471,749	561,201	611,299
Cumulative total, 5 weeks	2,714,639	3,212,953	3,393,762

IN CANADA.—Carloadings for the ten-day period ended January 31 totaled 103,908 cars, compared with 66,707 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
January 31, 1958	103,908	43,954
January 31, 1957	117,135	49,276
Cumulative Totals:		
January 31, 1958	287,923	125,654
January 31, 1957	291,115	127,583

New Equipment

FREIGHT-TRAIN CARS

► **Freight-Car Ownership Up.**—Class I roads on January 1 owned 39,001 more freight cars than on same date last year, AAR report summarized below shows. Repair ratio was 1.1% higher than a year ago.

	Jan. 1, 1958	Jan. 1, 1957	Change
Car ownership	1,746,684	1,707,683	+39,001
Waiting repairs	89,893	68,104	+21,789
Repair ratio	5.1%	4.0%	+ 1.1%

► **American Refrigerator Transit Co.**—Ordered 300 40-ton beef rail refrigerator cars, Pacific Car & Foundry, at estimated unit cost of \$13,500. Delivery scheduled for next July.

► **Rock Island.**—Ordered 30 of its wooden cabooses to be converted to all steel by International Railway Car. Approximate unit cost of conversion is \$12,776.

► **Union Pacific.**—Ordered 100 70-ton covered hopper cars, 52 to be built by Pullman-Standard and 48 by American Car & Foundry.

SPECIAL

► **Seatrail Lines.**—Ordered from Thrall Car 12 specially designed turntable cars for handling truck bodies. Delivery scheduled for first half of 1958.

LOCOMOTIVES

► **Diesel Fleet Reaches 27,345 Units.**—Diesel-electric units owned or leased by Class I roads totaled 27,345 on January 1, the AAR reports. This was an increase of 1,130 over January 1, 1957. Steam locomotives owned were 217 fewer than on December 1, 1957.

	Owned or Leased January 1		Stored Serviceable January 1		Waiting Shop January 1	
	1958	1957	1958	1957	1958	1957
Diesel (units)	27,345	26,215	531	39	1,038	900
Steam (locomotives)	2,344	3,654	976	580	503	553
Electric (units)	587	608	24	12	67	67

New Facilities

► **Canadian National.**—Requested tenders for construction of new terminal building at Edmundston, N.B. Building will house nerve center of new electronic centralized traffic control system being installed between Edmundston and Napadogan.

► **Southern Pacific.**—Target date for opening of new line across Great Salt Lake has been moved forward from spring of 1960 to fall of 1959. Project was 51% complete at start of 1958.

► **Texas & Pacific.**—Will install centralized traffic control on 55 miles of single track between Judd, Tex., and Dothan.



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another revenue-building

Shipper acceptance is the mainspring of railroad revenues. The levels of dependability, speed, load-carrying versatility and economy which your railroad offers, build this vital acceptance. *Your* selection of rolling stock that meets these requirements is the most important decision in this acceptance-building process.

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Write for copies of the P-S Freight Car Booklets shown at right or contact your Pullman-Standard representative. See how you can use the modern facilities, craftsmanship and know-how of Pullman-Standard standardized carbuilding to insure shipper acceptance.



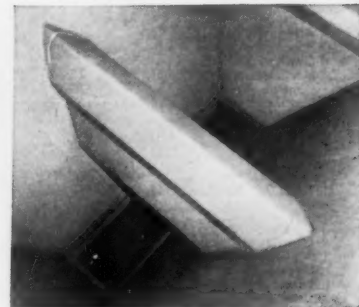
The PS-2 Handles Lading Fast

Shippers like the ability of the PS-2 to handle lading in a hurry. Circular hatches make loading or unloading from the roof quick, safe and easy. The flow of lading can be directed from the security of the unobstructed running board. Hatch location allows loading without developing voids or air pockets. Smooth interior and chute design speed lading flow to gates.



Keeps Lading Clean, Safe, Dry

The rugged design of the PS-2 surrounds lading with durable protection. All-welded construction eliminates joints and ledges that trap dirt. High, circular hatch coaming has reverse curved lip . . . diverts dirt and rain. Hatch covers have center pressure locking arrangement . . . make secure seal with coaming lip. P-S discharge gates seal and lock, lading is completely safe.



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The key to the self-cleaning ability of the PS-2 is the all-welded design which provides an extremely smooth car interior. Properly sloped hopper sheets allow maximum free fall of lading to gates. The welded interior speeds clearing because there are no ledges, laps or pockets to trap lading. PS-2s empty faster, need little clean-up . . . they're back in service sooner.

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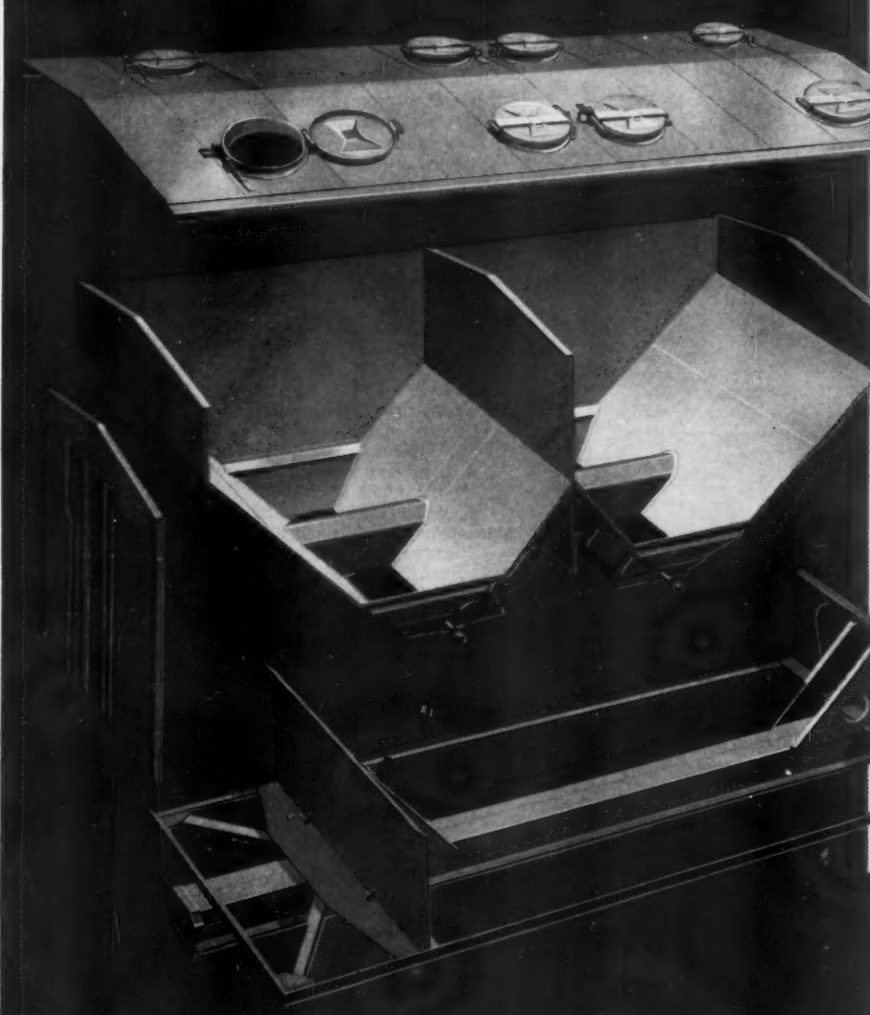
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SEPTEMBER 14, 1902

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SWITCH LIGHTING A SUCCESS IN CHICAGO FREIGHT YARDS

NEW YORK, — September 14, 1902. In a detailed and illustrated description of the large freight yards of the Chicago Transfer & Clearing Company in our issue of March 14, mention was made of the intention to light the switch lamps of the yard by electricity. Some 400 of these switches are now so lighted, and we understand the system is proven satisfactory in every respect.

The cost of operation of these electric switch lamps in connection with a power plant used for other lighting

purposes is comparatively small, and considerably cheaper than by oil when tank houses, the necessary labor and the constant care of the lamps are taken into consideration. The convenience, cleanliness and safety of the system make it very desirable. At night the moment it grows dark the entire yard may be lighted in the time required to throw four switches at the power station.

The scheme and the equipment comprise a complete system.

Dateline 1902. Then, as now, American railroads were adopting new and better electrical devices for more efficient operation. Even at the turn of the century, Graybar had over 30 years experience in supplying "everything electrical" to America's expanding transportation industry.

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Current Publications

PERIODICAL ARTICLES

WHAT HOPE FOR THE RAILROADS?, by Edward T. Thompson. *Fortune*, February 1958, pp. 136 et seq. Time Inc., 9 Rockefeller Plaza, New York 20. Single copies, \$1.25.

News of the last few months has again focused attention on the railroads. The Symes plan, mergers, tax relief—all have been proposed as ways to "save" the industry.

FROM THE MANUFACTURERS

MODERN SAND HANDLING FOR DIESEL LOCOMOTIVES. 12 pages, illustrations, diagrams. Bulletin No. 110. Ross & White Co., Dept. RA, Chicago Daily News bldg., Chicago 6, Ill.

This guide discusses various systems for processing wet sand, storing it and distributing it dry to diesel sand boxes. Prepared to help railroads plan the best installation for meeting any given problem, the bulletin contains several different designs. Illustrations and diagrams of Ross & White components for sand plants are included. Components and designs can be combined to cover any situation.

Sand plants discussed include: overhead wet sand storage with gravity feed to dryers; hopper car or ground-hopper wet sand storage with mechanical feed to dryers; ground level bulkhead wet sand storage with dryers fed by conveyor or hand shovel; plants for storing and distributing pre-dried sand; and tower installations for delivering sand to locomotives. Most of these installations can be operated automatically, as the bulletin explains in detail.

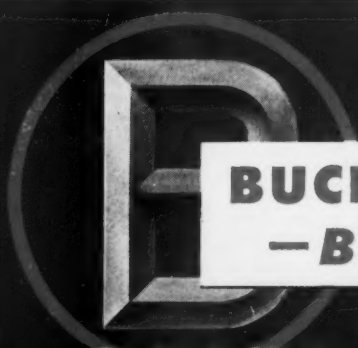
BOOKS

THE MANCHESTER AND ONEIDA RAILWAY, by Frank P. Donovan. 54 pages, illustrations. State Historical Society of Iowa, Iowa City, Ia.

Like many other small American cities at the turn of the century, Madison, Iowa, was convinced that its economic growth depended on improving its rail connections. So, in 1901 the eight-mile M&O began operations. All the details are here: the referendum that voted city aid to help build the line, the early days when six-trains-a-day service meant relative prosperity, the struggle to hold business under government operation in World War I, the depression days and the good service that kept the M&O in the black till 1940, the poor connections after World War II that killed the business, and the eventual decision, in 1951, to abandon the line.

PRE-EMPLOYMENT DISABILITY EVALUATION, by William A. Kellogg. 155 pages. Charles C. Thomas, 301-327 East Lawrence ave., Springfield, Ill. \$10.50.

The manual briefly describes various diseases, conditions and disabilities encountered in examining job applicants. It indicates whether an individual with any given condition should be approved, rejected, or approved with restrictions. Which of the 35 restrictions listed in the manual should be imposed for each type of physical limitation are specified. Included are several types of personal history and medical examination forms, graphs dealing with visual functions, height and weight ratios, and suitable forms for various laboratory reports.



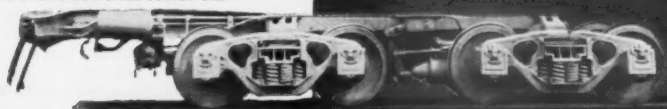
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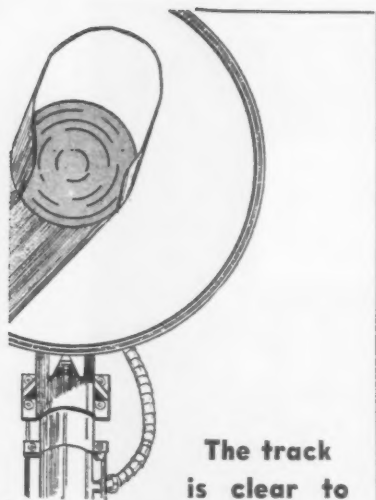
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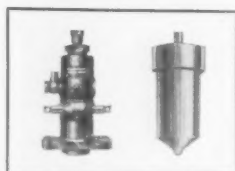




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Supply Trade

A. M. Byers Company has announced a realignment of its sales and marketing management. **A. S. Chalfant**, formerly general manager of sales, is now vice-president of sales. He will direct and coordinate all the firm's selling efforts. Appointed to the new sales management staff were **R. I. Enzian**, manager wrought iron sales; **F. E. Farnan**, manager sales promotion; and **R. J. Brimont**, manager engineering service. Supplementing this group is **Harry R. Rowland**, former vice-president of the company, and now a consultant on wrought iron sales.

Robert A. Bollman, eastern railway sales representative of **Buffalo Brake Beam Company**, has been appointed sales manager.

Harry R. Bartell has been appointed assistant vice-president, sales **Thrall Car Manufacturing Company**, with headquarters at St. Louis. Mr. Bartell was formerly assistant vice-president, sales, of **General Steel Castings Corporation**, Granite City, Ill.

As announced in *Railway Age*, January 27, p. 37, **Major General Edmund C. R. Lasher** has been appointed to an executive position with **North American Car Corporation**, effective February 15. He is expected to be named president and chief executive officer after the company's April annual meeting. As president, General Lasher will succeed **L. H. S. Roblee**, who will serve as vice-chairman of the board until his retirement in January 1959. The duties of chief executive officer are now performed by **William M. Spencer**, who will continue as board chairman until May 1959, when his retirement will become effective.

G. J. Weihofen has been appointed head of the railroad department of **Kaiser Aluminum & Chemical Sales, Inc.** He succeeds **A. J. Ringholm**, who has been named assistant product manager, extrusions.

Robert H. Akers, Cincinnati district manager for **Armco Drainage & Metal Products, Inc.**, has been appointed railroad sales manager for the central division, with headquarters in Cleveland. **J. S. Loeffler** has been promoted to manager of drainage and allied product sales for the northwestern division, at Minneapolis. **Wendell W. Andrews** has been named railroad sales engineer for that area.

Walter P. Quintin, Jr., a sales engineer assigned to the New York district office of **Union Switch & Signal—Division of Westinghouse Air Brake Company**, has been named manager of foreign trade operations. **Ira F. Cadman**, sales engineer at Chicago, has been named manager of the San Francisco office, succeeding **J. E. McCaulley**, retired. **Carl J. Garbe**, formerly an application engineer in the general engineering department, has rejoined the division as sales engineer at Chicago.



A. S. Chalfant



Robert A. Bollman

Bird & Son, Inc., has established a new industrial sales division, with **Bertyl V. Johnson** as general manager, to market all Bird products which have direct application to the industrial field. Prominent among these are railroad tie pads and tie caulking. Sales of products of the railroad tie pad division will be under the industrial sales division and will be headed, as in the past, by **A. A. Cross**.

Henry A. Correa has been elected vice-president for foreign operations of **ACF Industries, Inc.** Until recently he was aviation sales manager for the International Division of **Bendix Aviation Corporation**. Mr. Correa will coordinate his activities with those of the ACF operating divisions in marketing the company's products abroad, including railroad equipment.

Pullman-Standard Car Manufacturing Company has announced the following promotions at the Michigan City, Ind., plant: **Oscar E. Rothfuchs**, from general superintendent to assistant manager of works; **M. B. Burns**, from assistant general superintendent to general superintendent; and **J. A. Hampel**, from labor rate technician to assistant general superintendent of production.

The firm name of **William Wyer & Co.** has been changed to **Wyer, Dick & Co.**, 9 South Clinton street, East Orange, N.J. **Charles J. Meyer** has become a member of the firm.

William B. Saunders and **Robert L. Banks** have announced their association in the firm of **Saunders, Banks & Co.**, research consultants on transportation, 844 Pennsylvania building, Washington, D.C. Both have been engaged, as individual consultants, in research on freight and passenger operations, including traffic and cost studies, as well as general economic surveys.

International Equipment Company Limited of Montreal, Canada, has concluded arrangements for manufacture and sale in Canada of all railway products of the **Keystone Railway Equipment Company** of Chicago.

W. Cranston Fix has been named director of industrial relations, **U. S. Steel Supply Division** of **United States Steel Corporation**, Chicago.

Completion of a fabrication building for railroad cars in Chicago Heights, Ill., has been announced by the **Thrall Car Manufacturing Company**. The new building is the sixth pre-engineered building to be put in use by Thrall.

Briggs & Stratton Corp. has begun construction of a \$1,000,000 addition to its engine plant at Wauwatosa, Wis. The new building, containing about 175,000 sq. ft. of floor space, will house the service department and will be equipped with facilities for packaging, stocking and shipping engine service parts.

Harry A. Russell, technical director of **Pantacote Company**, has been elected vice-president in charge of research and development.

OBITUARY

George W. Hoover, railroad sales representative, 30 Church street, New York, died January 31. Mr. Hoover represented several manufacturing firms in the New York area, and also for railway sales to Mexico and South America.

John E. Long, 56, vice-president, **Franklin Baltimore Corporation**, Baltimore, died January 30.

William H. Runkel, 64, vice-president and director of **Union Tank Car Company**, died February 8 at his home in Oak Park, Ill.

Clyde P. Ross, 76, president of **Ross & White Company**, died February 3 in Evanston Hospital, Evanston, Ill.

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Let's Have That Reserve Deduction!

Of the dozen or more recommendations railroad executives made last month to the Senate Committee on Interstate Commerce—none would be more quickly and widely helpful than the so-called “construction reserve deduction.”

Under this proposal, railroads would be permitted to put earnings into a “construction reserve fund,” without payment of income tax, provided the money was spent within five years. This fund could be used only for the purchase of equipment, or for other improvements—or for the reduction of debt incurred for these purposes. The project would cost the government nothing, because the depreciation basis of property purchased from this fund would be reduced proportionately. As AAR President Loomis testified:

“In the financial squeeze which now constricts the railroads, this proposal would provide capital for plant improvement with little if any foreseeable detriment to the government. This proposal is far more than just a matter of tax relief for the railroads . . . [It] will have specific benefits affecting the long-range operating efficiency of the railroads. . . .

“The rises and falls in our economy are reflected to an exaggerated degree in railroad carloadings, and generally orders for equipment go up and down with carloadings. . . . The construction reserve fund would tend to level out the peaks and valleys of railroad orders for equipment. It would permit orderly long-term programming which would be little affected by minor swings in the economy.

“If money were placed in the construction reserve fund in good times and there followed a recession, a railroad faced with the alternative of withdrawing money from the fund and paying taxes on it, or continuing with its program of capital replacements, would almost certainly elect the latter alternative. The collateral effect of such long-range programming of railroad equipment purchases and the elimination of sharp peaks and valleys would go a long way toward converting many of the railroad suppliers from victims of a feast or famine economy, to beneficiaries of an orderly and stable economy with unquestioned resulting benefits in the form of greater efficiency, more stable employment and lower costs.”

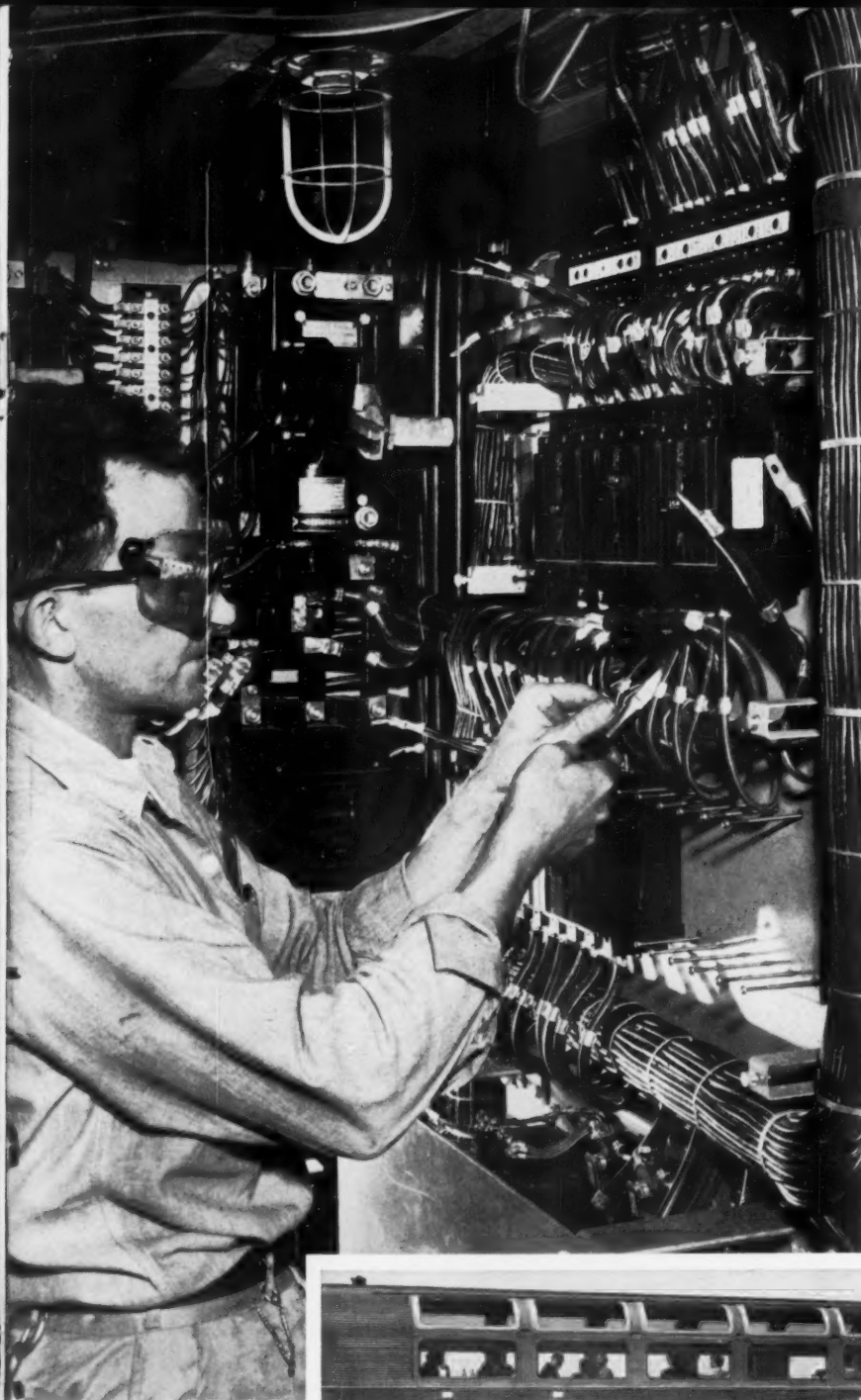
The railroads are hooked onto a chain of adverse conditions—and can escape only if one of the links of the chain is broken. The “construction reserve” proposal certainly stands out as the most promising of any of the projects to *initiate* the railroads’ rescue.

What is this vicious chain anyhow? It is this: (1) The railroads haven’t been making decent earnings for years—because of restrictive rate regulation, governmental favors to competitors, inability to withdraw profitless services. (2) Because of poor earnings, the quality of railroad service has often been unsatisfactory (e.g., a chronic car shortage, until recently); and improvement of railroad facilities has not been as rapid as that of more prosperous industries. (3) To improve conditions on the railroads, legislation is needed—for which political popularity is a prerequisite—and tangible evidence of progress is a big help politically.

In short, the railroads are poor because of political restrictions—and their lack of prosperity helps to keep them in the political dog-house. The “construction reserve” proposal, if enacted, would immediately give them funds with which to reinstate some of their improvement programs. Political support is much easier to arouse for an industry that is giving tangible evidence of eagerness to go places, than for one that is stalemated.

The “construction reserve” project is not one which goes counter to the interests of other forms of transportation—whose problem of capital investment is not acute, since their fixed plant is provided by the government. The project would be to the advantage of railway labor, to shippers using railroad service, and to the suppliers of railroad equipment. To suppliers, certainly, the proposal has everything to commend it.

GETTING OFF DEAD CENTER: No one legislative reform is going to restore railroad prosperity—but this particular one is certainly a good one to begin on, because of the promise it holds for immediately favorable results. No one thing would better get general business opinion out of its current gloom than tangible evidence that, at long last, Congress is really going to deal realistically with transportation.



Santa Fe's new "Hi-Level" El Capitan is wired with Okonite-Okoprene

Heading out of the Budd shops and into transcontinental service has come the new "Hi-Level" El Capitan, an example of the Santa Fe's exacting standards for passenger comfort and convenience.

Many of the advanced features on this new luxury liner such as the service elevators, P.A. system, air conditioning and electric cooking, as well as the lighting, heating and other facilities, depend on electrical power. To provide long-lived circuit dependability, El Capitan is wired with Okonite-Okoprene car wire. This composite mold-cured insulation and sheath provides the electrical strength and mechanical toughness that Santa Fe considered necessary for this important new train.

The "Hi-Level" El Capitan typifies the reliance that Santa Fe, and over 100 other Class I railroads, place on Okonite cables for signal, communication, power, portable, car and diesel electric locomotive circuits that must not fail.

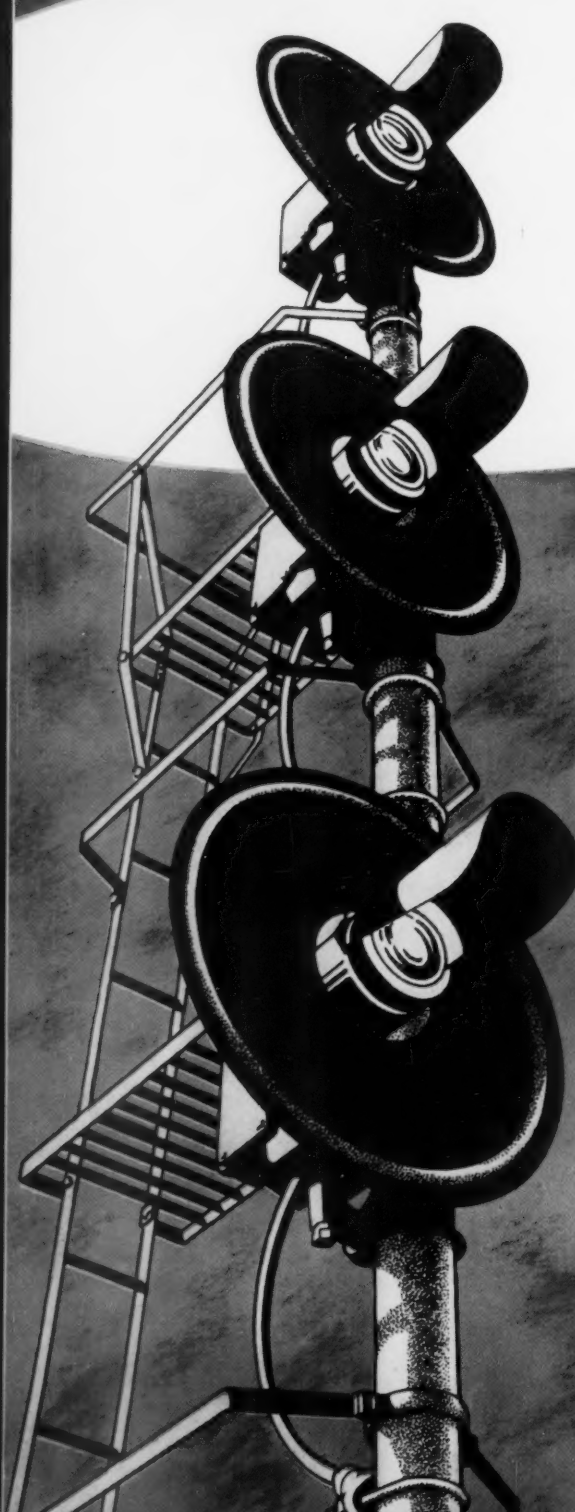
For further information about cables that have been developed specifically for railroad use, call your Okonite representative or write for Bulletin RA-1078 to The Okonite Company, Passaic, N. J.



This "Hi-Level" Sky Lounge is one of 47 new cars recently built by The Budd Co. for the Santa Fe's new El Capitan. Wired throughout with Okonite-Okoprene car wire, El Capitan is in daily service between Chicago and Los Angeles.

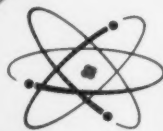


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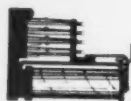
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